



Corporate Communications Directorate

THE ASSAM TRIBUNE

GUWAHATI

7 OCTOBER 2026

Mock drill conducted at Rupsi airport

CORRESPONDENT

KOKRAJHAR, Oct 6: A partial emergency mock drill was carried out today at Rupsi airport under the initiative of the Airports Authority of India (AAI), Rupsi, in collaboration with the State Disaster Response Force (SDRF), Fire and Emergency Services, Assam Police and the Medical Officer from Gauipur Community Health Centre (CHC).

The exercise was observed by the Field Officer, Bagribari Revenue Circle,

DDMA Kokrajhar, along with the officer-in-charge of Rupsi airport, Air Traffic Control (ATC) personnel and other key stakeholders.

Following the drill, a briefing and table-top meeting was convened to deliberate on the significance of strengthening emergency preparedness. Officials emphasised the need for enhancing awareness, improving inter-agency coordination and conducting regular mock drills to ensure swift and effective response during unforeseen situations.

ENVIRONMENT MINISTRY CLEARS THE RUNWAY

AAI set to develop international airport in Puri

HEMANT KUMAR ROUT
Bhubaneswar, 7 October

Five years after the proposal for an international airport in Odisha's Puri, the abode of Lord Jagannath, the ambitious project is set for a fresh start as the Airports Authority of India (AAI) has agreed to take up its development.

The proposed greenfield airport, dubbed as Shree Jagannath International Airport (SJIA) to be developed on an area of around 1,164.72 acres, including 68.82 acres of revenue forest land, recently received the environmental and Coastal Regulation Zone (CRZ) clearances by the Ministry of Environment, Forest and Climate Change (MoEFCC).

Earlier the project was estimated to cost around ₹5,631 crore and was being pursued by the Odisha government under a public-private partnership (PPP) model.

NBS Rajput, principal secretary of Odisha's Commerce and Transport department, said all decks have been cleared for the proposed project. "The AAI has agreed to develop the airport with its investment. It will prepare the detailed project report (DPR) after other statutory formalities are completed," he told *Business Standard*.

Officials said the environment ministry granted the final environmental clearance on September 30, removing a major regulatory hurdle. In April, the project had secured in-principle Stage-I clearance from the Centre for diversion of forest land.

The DPR will determine the fresh investment requirement based on the airport's phased development, technical specifications, traffic projections, land and infrastructure requirements and pre-



Green signal

- Proposed greenfield airport, dubbed as Shree Jagannath International Airport
- Appraised as a Category-A airport project
- Fresh project cost, DPR and implementation schedule to be worked out
- Revenue-sharing proposition between AAI, Odisha under discussion

vailing construction costs. It will subsequently require approval from the Ministry of Civil Aviation (MoCA) before the project moves into execution. The project has been appraised as a Category-A airport project.

The proposed airport will come up at Sipasarubali in Brahmagiri tehsil of Puri district, close to the Bay of Bengal and connected to the Puri-Satapada-Bhubaneswar corridor through national highway 316. The site is around 50 km from Bhubaneswar's Biju Patnaik International Airport by air and around 67 km by road.

The MoCA has already granted site clearance, followed by in-principle approval in 2025. The first phase has been designed for a traffic capacity of 4.6 million passengers per annum, with infrastructure capable of handling a broad mix of aircraft ranging from ATR-72 and Q-400 turboprops to A320, A321, A350 and Boeing 777-300ER aircraft.

More on business-standard.com

Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

7 OCTOBER 2026

NMIA can handle 5 ml pax: AAHL tells Centre

Next meetings will be held on Oct 13 and Oct 20

FPJ News Service

MUMBAI

The Centre has asked Adani Airports Holding Ltd (AAHL) and airlines to firm up by Oct 20 a plan for shifting flights out of Terminal 1 (T1) at Mumbai airport, with the transition possibly delayed by weeks.

Civil Aviation Secretary Samir Kumar Sinha on Tuesday chaired a meeting in New Delhi with representatives of AAHL and airlines including IndiGo, Air India and Akasa Air to discuss the proposed shift of operations to Navi Mumbai International Airport (NMIA).

Sources said airline representatives raised concerns over the aggressive timelines proposed by the airport operator. Sinha asked AAHL and the airlines to work out a firm transition plan, with another meeting scheduled for Oct 13 to firm up the details and a final meeting on Oct 20.

AAHL executives said that NMIA was prepared to handle up to 5 million international passengers annually. They highlighted the airport's infrastructure and passenger amenities.

The ministry has also asked stakeholders to submit the final transition plan as part of AAHL's request for approval of the Major Development Plan (MDP). MDP approval is one of the requirements under the airport concession agreement. An AAHL representative



102 e-Shivai services for NMIA from Oct 7

Mumbai: The Maharashtra State Road Transport Corporation (MSRTC) will start 102 daily e-Shivai bus services to NMIA from Oct 7, connecting the airport directly with Dadar, Borivali and Pune. Aimed at giving an alternative to private vehicles and taxis, the service will formally be launched by transport minister Pratap Sarnaik. From Dadar, the first e-Shivai bus will leave at 5.30am, with services operating till 9.30pm. The bus will travel via Byculla and CSMT before taking the Atal Setu. The fare has been fixed at ₹170.

said the redevelopment of T1 would increase its annual capacity to 20 million passengers. The six decade old terminal has repeatedly been flagged for redevelopment.

AAHL had asked airlines to shift **33%** of their int'l flights to NMIA or discontinue them by Oct 25

The proposal was opposed by the carriers

WHY? AAHL wants to start renovation of Mumbai airport's Terminal 1

STAKEHOLDERS AAHL, Federation of Indian Airlines (FIA), global airlines' grouping IATA and Airports Authority of India (AAI)

WHAT NEXT? Airlines and AAHL will hold discussions on Oct 13 on the transition plan

Another meeting on Oct 20 to decide on the final contours

PLAN T1 redevelopment will begin in Jan 2027

T1 capacity to rise by **33%**; up to 20 mppa (million passengers per annum) from the current 15 mppa

T1 Used for domestic operations

T2 International flights



Corporate Communications Directorate

HINDUSTAN TIMES

MUMBAI

7 OCTOBER 2026

Mumbai int'l flights shift to NMIA put off

Neha LM Tripathi

letters@hindustantimes.com

NEW DELHI: The ministry of civil aviation (MoCA) on Tuesday asked Mumbai airport owner Adani Airport Holdings Ltd (AAHL) to defer by a few weeks its plan to shift international flight operations from Mumbai airport to Navi Mumbai International Airport (NMIA).

Mumbai airport planned to cut 265 weekly international flights from Terminal 2 starting October 25 to accommodate domestic traffic ahead of a phased redevelopment of Terminal 1 (T1). The airlines described the proposed relocation timeline

as "unachievable", people aware of the matter said, citing that the airport owner had gone ahead with its decision without consulting the airlines.

The Navi Mumbai airport is roughly 35km away from the Sahar international airport, which is located in Andheri East.

The direction came at a meeting chaired by civil aviation secretary Samir Kumar Sinha that was attended by representatives of IndiGo, Air India and Akasa Air, the Airports Authority of India (AAI) and the Federation of Indian Airlines (FIA). The International Air Transport Association (IATA), a global airlines grouping, was also represented.

Defer int'l flights shift to Navi Mum: Ministry

Neha LM Tripathi

letters@hindustantimes.com

NEW DELHI: The ministry of civil aviation (MoCA) on Tuesday asked Mumbai airport owner Adani Airport Holdings Ltd (AAHL) to defer by a few weeks its plan to shift international flight operations from Mumbai airport to Navi Mumbai International Airport (NMIA).

Mumbai airport had planned to cut 265 weekly international flights from Terminal 2 (T2) starting October 25 to accommodate domestic traffic ahead of a phased redevelopment of Terminal 1 (T1). The airlines described the proposed relocation timelines as "unachievable", persons aware of the matter said, citing that the airport owner had gone ahead with its decision without consulting the airlines.

The direction came at a meeting chaired by civil aviation secretary Samir Kumar Sinha that was attended by representatives of IndiGo, Air India and Akasa Air, besides the Airports Authority of India (AAI) and the Federation of Indian Airlines (FIA). The International Air Transport Association (IATA), a global grouping of airlines, was also represented. The meeting was held to discuss the phased redevelopment of Terminal 1 at Chhatrapati Shivaji Maharaj International Airport (CSMIA) and the transition of airline operations from CSMIA to NMIA.

AAHL operates both airports. T1 handles domestic flights and



International services started at Navi Mumbai airport from July this year.
HT PHOTO

T2 international ones, and that the international departure slots vacated at T2 will be used for domestic traffic moving out of T1. Forty six airlines operate 770 weekly international flights from T2, and Mumbai International Airport Ltd (MIAL) wrote to them earlier this month seeking a 33% cut in international departure slots from October 25, the start of the winter schedule.

MIAL wrote to the airlines to respond with their plan till 4pm on October 6, else they would allocate the flights themselves that would be needed to move to Navi Mumbai, according to people aware of the matter.

People aware of the matter said the airlines and Adani Airports have been asked to submit a firm plan for shifting operations to NMIA. An official said, "The civil aviation ministry has asked the airport operator to re-engage with all stakeholders and airlines on the transition plan, with the objective of developing an agreed solution."

"The ministry has ordered Adani Airports to ensure that stakeholder concerns and the final solution developed with stakeholders are submitted as part of the airport operator's request for the ministry's approval of the Major Development Plan (MDP) for the T1 redevelopment," the official added. Approval of the MDP is one of the requirements under the airport concession agreement for Mumbai airport.

"The next consultation meeting will take place on October 13 to discuss the transition plan for shifting five million international passengers to NMIA from Mumbai airport," a person aware of the matter said. "A meeting to discuss the final plan will be held on October 20," he said.

AAHL, FIA and IATA did not comment on the development.

In an October 3 statement, AAHL said reconstruction of T1 is expected to begin in January 2027.

Corporate Communications Directorate

THE ASIAN AGE

DELHI

8 OCTOBER 2026

■ Forest-related hurdles cleared; final nod awaited for facility

Puri greenfield airport clears key hurdles

AKSHAYA KUMAR
SAHOO
BHUBANESWAR, OCT. 7

The proposed greenfield airport at Puri in Odisha has moved a step closer to construction with the resolution of forest-related issues and environmental and coastal regulation zone (CRZ) clearances for the ambitious project.

Puri collector Dibyajyoti Parida said on Tuesday that the forest-related issues associated with the project had been resolved and the district administration is now awaiting the final clearance before construction work could begin.

"The administration is currently waiting for the final clearance, after which work on the airport



is expected to begin soon in coordination with the Airport Authority of India (AAI) and the commerce and transport department," Parida said.

The airport is proposed at Sipasarubali mouza along the Puri-Brahmagiri road, on the outskirts of Puri, one of India's most important pilgrimage and tourism destinations. The project

is spread over approximately 1,464.621 acres.

The proposed airport has already received Stage-I approval, while the latest environmental and CRZ clearances have addressed some of the key regulatory hurdles that had held up the project.

According to the district administration, issues relating to forest land and other pending matters

have now been addressed. Officials are coordinating with the AAI and the state commerce and transport department to complete the remaining formalities and facilitate the start of construction.

Once operational, the airport is expected to significantly improve air connectivity to Puri, which attracts millions of pilgrims and tourists every year, particularly for the Jagannath temple and the annual Rath Yatra.

At present, visitors flying to Odisha for Puri generally use the Biju Patnaik International Airport in Bhubaneswar and travel by road or rail to Puri. The proposed airport is expected to provide a more direct air access to the pilgrim city.

Bamboo arrival village turns into a reading space at LGBI airport

ANN SERVICE

PALASBARI, Oct 6: The bamboo-structured arrival village at Lokapriya Gopinath Bardoloi International (LGBI) Airport, has taken on a new dimension with the introduction of a book fair, offering arriving passengers an opportunity to browse books in a distinctive setting inspired by Assam's traditional bamboo craftsmanship.

Located at the airport's new Terminal 2, the initiative seeks to make the arrival experience more engaging and memorable while promoting reading and showcasing the cultural identity of Assam and the Northeast.

The book fair features a collection of books across genres, including fiction, non-fiction, children's books and other popular titles. Passengers can browse the collection and discover books of their choice while spending time at the arrival village.

The bamboo-structured arrival village combines local architectural inspiration with a contemporary airport environment, creating a distinctive first impression for passengers arriving at Guwahati.

According to the airport authorities, the initiative is part of efforts to enhance passenger experience by bringing together culture, hospitality and leisure within the airport premises.



"The initiative is aimed at making the arrival experience more engaging and welcoming for passengers while promoting reading and reflecting the cultural identity of Assam," the airport PRO said.

The book fair also provides passengers with an opportunity to engage with books and reading as they arrive in the city, adding another element to the airport's efforts to create a more enriching passenger experience.



Corporate Communications Directorate

BUSINESS LINE

DELHI

8 OCTOBER 2026

Mumbai airport capacity reduction must be done after assessment, consultations: IATA

Our Bureau
Mumbai

The International Air Transport Association (IATA) has said that any significant reduction in capacity at Mumbai airport should be carried out after transparent capacity-demand assessment and meaningful consultations with affected airlines.

IATA issued the statement on Wednesday after the Civil Aviation Ministry put on hold Mumbai airport's proposal to reduce one-third of all international flights from October 26.

STAKEHOLDERS TALKS

IATA, which represents 370 global airlines, said it supports redevelopment of the Mumbai airport's terminal 1 and development of the Navi



IATA issued the statement after the Civil Aviation Ministry put on hold Mumbai airport's proposal to reduce one-third of all international flights from October 26. REUTERS

Mumbai airport. However, any significant reduction in capacity or any other measures impacting operations should be done after capacity-demand assessment, stakeholder consultations and after providing sufficient time to develop workable transition arrangements that minimise disruption for passengers, it said.

On Tuesday, Civil Aviation Secretary Samir Kumar

Sinha chaired a meeting attended by executives of airlines, the Airport Authority of India and the Adani Group, which runs the Mumbai and Navi Mumbai airports.

AIRLINES RESIST

The Adani Group has proposed phased wise development of Mumbai terminal 1 from January 2027. The airport cited safety concerns

while pushing for redevelopment. The proposal to reduce one-third of international flights at terminal 2 to accommodate domestic traffic from terminal 1 is being resisted by airlines.

The next meeting between the airlines and Adani Airports is planned on October 13.

"The discussion now provides an opportunity for stakeholders using the airport to review the underlying capacity requirements, understand the basis of any proposed capacity reduction, examine alternatives that may mitigate such reductions, and work collaboratively on a transition plan that protects passenger interests, airline operations and the international connectivity of the Mumbai Metropolitan Region," IATA said in a statement.



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

8 OCTOBER 2026

Mumbai airport flight shifting should keep flyers in mind: IATA

The International Air Transport Association (IATA) on Wednesday welcomed the Ministry of Civil Aviation's (MoCA) intervention to defer the current proposal to shift international flights from Mumbai airport to Navi Mumbai, saying any reduction in airport capacity should be based on a transparent assessment of passenger demand and available capacity. Albert

Tjoeng, IATA's head of corporate communications, said in a statement that stakeholders should "examine alternatives" that could reduce or avoid such capacity reductions at Mumbai airport and work together on a transition plan that "protects passengers, airline operations and international connectivity in the Mumbai Metropolitan Region".

OUR BUREAU

नोएडा एयरपोर्ट पर स्विस् राष्ट्रपति ने देखी विकास की रफ्तार



नोएडा इंटरनेशनल एयरपोर्ट के एटीसी टावर पर एएआइ टीम के साथ बातचीत कर प्रमुख प्रणालियों और प्रक्रियाओं को समझते हुए स्विस् राष्ट्रपति ● सौ. यापल

जासं, ग्रेटर नोएडा : नोएडा इंटरनेशनल एयरपोर्ट के जरिये जेवर की पहचान अब अंतरराष्ट्रीय फलक पर तेजी से उभर रही है। मंगलवार को स्विट्जरलैंड के राष्ट्रपति गाइ पार्मेलिन उच्चस्तरीय प्रतिनिधिमंडल के साथ नोएडा एयरपोर्ट पहुंचे। राष्ट्रपति ने एयरपोर्ट की अत्याधुनिक सुविधाओं, तकनीक और परिचालन तैयारियों का जायजा लिया। उनके साथ स्विट्जरलैंड की भारत में राजदूत माया तिस्साफी, राष्ट्रीय परिषद के सदस्य, राज्य सचिव और करीब 40 उद्योगपति भी रहे।

नोएडा एयरपोर्ट का संचालन

गाइ पार्मेलिन ने एटीसी, एयरसाइड का किया निरीक्षण, एविएशन आइटी, इलेक्ट्रानिक्स व निवेश के क्षेत्र में सहयोग बढ़ाने की उम्मीद

स्विट्जरलैंड की ज्यूरिक एयरपोर्ट इंटरनेशनल एजी की स्वामित्व वाली सहायक भारतीय कंपनी यमुना इंटरनेशनल एयरपोर्ट प्राइवेट लिमिटेड कर रही है। राष्ट्रपति पार्मेलिन को एयरपोर्ट के विकास की यात्रा, निर्माण की प्रगति, अत्याधुनिक तकनीक, यात्री सुविधाओं, पर्यावरण संरक्षण और भविष्य की विस्तार योजनाओं की जानकारी दी गई।



Corporate Communications Directorate

THE ECONOMIC TIMES

DELHI

8 OCTOBER 2026

IATA Backs Carriers Against Unilateral Capacity Reduction at Mumbai Airport

Our Bureau

Mumbai: The International Air Transport Association (IATA) has backed airlines in opposing any unilateral reduction in Mumbai airport capacity, saying any move to shift flights to Navi Mumbai must be based on a demand capacity assessment and only after mutual consultations and agreement with the affected carriers.

The global airlines body's comments follow the civil aviation ministry asking Adani Airports to defer a planned transfer of more than a third of Mumbai airport's international departures to the new Navi Mumbai airport during the redevelopment of Terminal 1 and submit a fresh roadmap after reengaging with airlines and other stakeholders.

IATA said any capacity changes should allow sufficient time for workable transition arrangements that minimise disruption to carriers and passengers.

In an email to airlines, IATA said carriers could refer to the Worldwide Airport Slot Guidelines (WASG), including guidance on managing temporary reductions in airport capacity and the civil aviation ministry's Guidelines for Slot Allocation.

The Slot Team pointed to provisions covering demand and capacity analysis, consultation and transparency, as well as capacity reductions after the initial submission deadline or earlier deadlines. It also called for considering alternatives before reductions or transfers, sufficient notice and a proper implementation period.

IATA said Mumbai airport and the new Navi Mumbai International Airport should be treated separately for slot-coordination purposes. It also called for giving airline choices rather than forced relocation wherever possible, and protection of established historic precedence at the Mumbai airport where airlines are affected by transitional arrangements.

S'pore Airlines and Air India to Expand Ties



New Delhi: Air India and Singapore Airlines on

Wednesday announced the expansion of their commercial cooperation to provide more flight options for travelling on the India-Singapore route. The expansion is part of the initiatives under the Commercial Cooperation Framework Agreement inked in January this year. From October 15, both airlines will offer a wider range of itineraries and flights through their respective booking channels. -PTI



Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

8 OCTOBER 2026

Navi Mumbai airport ramps up cargo ops

AKBAR MERCHANT
Mumbai, October 7

NAVI MUMBAI INTERNATIONAL Airport (NMIA) has commenced ramping up its cargo handling capacity by increasing manpower after a section of airlines, customs brokers and freight agents expressed concern over its preparedness with increasing air cargo traffic amidst the geopolitical conflicts.

Sources tell FE that, the airport has begun updating its workforce with experienced personnel, strengthening customer support and addressing system-related issues to improve cargo turnaround times for especially for freighter aircraft.

Acknowledging the concerns, sources tell FE that Suresh Nair, head of cargo at NMIA, informed customs brokers that corrective measures were being implemented to reduce delays and improve cargo handling.

Meanwhile, the International Air Transport Association (IATA) has welcomed the Ministry of Civil Aviation's intervention to defer the proposed reduction in capacity at Mumbai's Chhatrapati Shivaji Maharaj International Airport (CSIA), calling for a collaborative approach to the redevelopment of Terminal 1 (T1).



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

7 OCTOBER 2026

HYDERABAD

DRI seizes ₹2.25 cr gold at airport

The DRI has seized foreign-origin gold weighing 1,481 grams worth approximately Rs 2.25 crore at the Rajiv Gandhi International Airport here and arrested a passenger on Tuesday in this connection, officials said. Based on specific intelligence developed by the Directorate of Revenue Intelligence (DRI), Hyderabad Zonal Unit, officers were alerted to the movement of foreign-origin gold concealed aboard a foreign inbound flight, a DRI release said. The intelligence indicated that the gold had been concealed in the aircraft from a foreign nation and the precious metal was intended to be removed during the aircraft's onward domestic journey to Hyderabad by a passenger travelling on the same flight, it said.

AS CHARTERS LAND IN GOA...

RUSSIA PLAGUE SCARE PUTS DABOLIM AIRPORT ON ALERT

■ NO ADVISORY YET ■ SCREENING MACHINERY KEPT READY

VIKRAM NAYAK

THE GOAN | VASCO

As brass bands play and traditional garlands welcome hundreds of Russian tourists back to Goa's sun-drenched coast, an unsettling shadow from cold Siberia is hovering over Dabolim International Airport.

The grand landing of winter charter flights—promising a massive economic boost for local shacks, hoteliers, and taxi operators—has collided head-on with international health alarms surrounding a suspected pneumonic plague incident in Russia.

Yet, even as public anxiety simmers, authorities at Dabolim Airport assure that while no official travel advisories have been issued by global bodies, their health screening machinery remains fully operational and ready.

This delicate balance between economic optimism and health vigilance defined the opening week of Goa's 2026–27 international tourist season.

The momentum kicked off with an Aeroflot flight from Yekaterinburg delivering 162 holidaymakers, closely followed by a direct service from

Situation being monitored, says top official

VASCO: At ground zero in Dabolim, airport authorities are proactively bridging the gap between caution and panic. Senior airport management confirmed that while they are keeping a close watch on international reports, official protocols dictate waiting for formal directives before introducing intrusive measures.

A top official at Goa International Airport, Dabolim, clarified the operational stance.

"In contingencies of this nature, protocol dictates that the World Health Organization issues a formal health advisory, based on which the Ministry of Health and Government of India subsequently issues national guidelines. We have read of the



developments coming out of Russia; however, no such advisory has been communicated to us as of now, as the situation is yet to be formally affirmed by the WHO."

"While details regarding this specific pathogen remain unconfirmed by global bodies, our terminal infrastructure is already fully equipped to manage such health scenarios based on our extensive Covid-19 protocols."

"Our screening facilities remain oper-

ational, and we continue to monitor passengers whenever suspected symptoms arise. Though no specific clinical directives have been issued to us yet, our operational response mechanism remains identical to Covid containment procedures. The moment an official directive or advisory is handed down by the Central Government, it will be implemented immediately."

Beyond waiting for formal directives, Dabolim Airport's health and terminal management teams may have quietly geared up their preventive infrastructure.

Built on lessons of past health crises, the airport's thermal imaging equipment and passenger surveillance bays at arrival gates can be activated at a moment's notice.

Moscow carrying over 285 passengers.

With Central Asian routes via SCAT Airlines from Kazakhstan beginning October 23 and Air Astana connecting Mopa by late December, alongside Tourism Minister Rohan Khaunte's Rs 2 crore

charter incentive scheme, the state seemed set for an unhindered economic windfall.

However, reports emerging from Russia's Irkutsk region in Siberia sent ripples through health networks.

The sudden death of a laboratory technician at the Irkutsk

Research Anti-Plague Institute attributed to "pneumonia of unknown aetiology" has prompted strict medical observation of roughly 200 contacts.

While Russian authorities insist there is no confirmed community outbreak, global health watchdogs are moni-

toring the situation closely.

The stakes for Goa are immediate: if Russian authorities implement domestic travel lockdowns or flight halts to contain the cluster, Goa's promising start to the season could instantly buckle under an international travel freeze.

Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

7 OCTOBER 2026

Gujarat set to become India's pilot training hub

FPJ News Service

GANDHINAGAR

Gujarat is preparing for a major take-off in aviation training, with five new Flying Training Organisations (FTOs) under development that will take the state's pilot-training network to 10 centres, strengthening its position as an emerging national hub for commercial pilot training.

The state's existing FTO ecosystem has already trained more than 5,200 aviation students and produced over 3,200 Commercial Pilot Licence (CPL) holders, while more than 200 aspiring pilots are currently undergoing training.

The expansion is being driven by the Civil Aviation Department and Gujarat State Aviation Infrastructure Company Limited (GUSAIL), which are promoting FTOs through a public-private partnership model. Under the initiative, around 1,500 square metres of land at state-owned airports and airstrips is allotted to eligible operators through transparent bidding.



Commissioner of the Civil Aviation Department K L Bachani said Gujarat currently has five operational FTOs. Four operate from state-owned airstrips at Mehsana and Amreli, while Dunes Aviation operates at Bhavnagar Airport on land allotted by the Airports Authority of India.

The existing operators include Skynex Aero and Blue Ray Aviation at Mehsana; Vision Flying Training Institute and Gujarat Flying Club at Amreli; and Dunes Aviation at Bhavnagar.

Five more organisations are being developed. These include Silver Oak Flying Training

Institute at Mehsana, Aero Freyr Inc at Amreli, Adiyogi Enterprise at Mandvi, and Vision Flying Training Institute and JITM Skills at Ankleshwar.

Once operational, the expanded network is expected to strengthen Gujarat's ability to meet the growing demand for trained aviation professionals.

India's aviation sector is witnessing rapid expansion, driven by rising passenger traffic, regional connectivity and major aircraft orders by domestic airlines. The industry is estimated to require 25,000-30,000 commercial pilots in the coming years.



Corporate Communications Directorate

FREE PRESS JOURNAL

MUMBAI

7 OCTOBER 2026

Massive Fire at Airport Labour Camp

UP State Bureau

LUCKNOW

A massive fire broke out at a labour camp near Chaudhary Charan Singh International Airport, Lucknow, early Tuesday morning, leaving two workers injured. The fire erupted around 6:30 am in a three-storey temporary accommodation built with PVC panels for workers associated with Tata Projects. Around 352 workers were staying at the camp and were evacuated safely before the flames spread further.

Workers Nirmal and Rahul suffered burns while attempting to save their belongings and were taken to hospital for treatment. The blaze spread rapidly, with smoke reportedly visible from nearly two kilometres away.



Corporate Communications Directorate

HINDUSTAN

DELHI

8 OCTOBER 2026

नोएडा एयरपोर्ट पर उड़ान में देरी से यात्रियों का हंगामा

ग्रेटर नोएडा, प्रमुख संवाददाता। नोएडा एयरपोर्ट से लखनऊ जाने वाली ईंडिगो की उड़ान में बुधवार को तकनीकी खराबी आ गई। इसके चलते यात्रियों को साढ़े तीन घंटे से अधिक समय तक इंतजार करना पड़ा। उन्होंने जमकर हंगामा किया, इसके बाद उन्हें दूसरे विमान से लखनऊ भेजा गया। दो और विमानों ने भी देरी से उड़ान भरी।

लखनऊ जाने वाली उड़ान को दोपहर 3:05 बजे उड़ान भरनी थी, लेकिन रनवे पर तेज झटके महसूस होने पर उसे रोकना पड़ा। इसके बाद दूसरे

पटना से आ रहे विमान का नोज क्षतिग्रस्त

लखनऊ, मुख्य संवाददाता। पटना से बुधवार को लखनऊ आ रहे विमान का नोज (अगला हिस्सा) क्षतिग्रस्त हो गया। टक्कर बादलों के बीच बर्फ के टुकड़ों से हुई या चिड़िया से, इसकी जांच शुरू हो गई है। विमान के सभी यात्री सुरक्षित हैं। > P15

विमान का इंतजाम कर यात्रियों को शाम 6:50 बजे गणतन्त्र की तरफ रवाना किया गया। > तबीयत दिगड़ी P06



Corporate Communications Directorate

HINDUSTAN

DELHI

8 OCTOBER 2026

विमान में यात्रियों की तबीयत बिगड़ी

रनवे पर झटके के साथ रुका विमान, तीन घंटे तक अंदर ही बैठे रहे यात्री



ग्रेटर नोएडा, प्रमुख संवाददाता। नोएडा इंटरनेशनल एयरपोर्ट के रनवे पर बुधवार को पहुंचते ही विमान में तेज झटके महसूस होने लगे, जिसके बाद उसे वहीं रोकना पड़ा। इस दौरान एसी बंद होने से विमान के भीतर बैठे यात्रियों की परेशानी बढ़ गई। गर्मी और घुटन के बीच कुछ यात्रियों की तबीयत बिगड़ने की बात भी सामने आई। कुछ यात्री विमान से नीचे उतर आए और उन्होंने हंगामा किया।

नोएडा एयरपोर्ट से इंडिगो की लखनऊ जाने वाली 6ई 7628 फ्लाइट में बुधवार की अचानक तकनीकी खराबी आ गई। 3:05 बजे की फ्लाइट उड़ान के लिए जैसे ही



नोएडा एयरपोर्ट पर विमान में तीन घंटे बैठे रहने से यात्री खफा हुए। • हिन्दुस्तान

रनवे पर पहुंची, उसमें तेज झटके महसूस हुए, जिससे विमान को रोकना पड़ा। विमान में बिजली से जुड़ी कोई खराबी बताई गई, जिसके चलते एसी भी बंद हो गया। एसी बंद होने से विमान में यात्रियों को गर्मी और घुटन होने लगी। कई यात्रियों के अस्वस्थ होने

की बात सामने आई। यात्रियों के विरोध के बाद विमान को किनारे किया और यात्रियों को बाहर निकलने दिया गया। आरोप है कि उनके लिए दूसरी फ्लाइट का इंतजाम साढ़े तीन घंटे बाद किया गया। उन्होंने 6:50 पर दूसरी फ्लाइट से टेकऑफ किया। इस

आज भी लखनऊ की फ्लाइट रद्द रहेगी

इंडिगो एयरलाइंस की बुधवार की रात लखनऊ से 22:50 बजे नोएडा एयरपोर्ट आने वाली फ्लाइट भी रद्द कर दी गई। फ्लाइट के रद्द होने से यात्रियों को परेशानी का सामना करना पड़ा। वहीं, एयरपोर्ट से गुरुवार को सुबह 5:50 बजे लखनऊ जाने वाली फ्लाइट रद्द कर दी गई है। इंडिगो एयरलाइंस का कहना है कि तकनीकी दिक्कत आने के बाद एयरक्राफ्ट बदला गया। यात्रियों की सुविधाओं का पूरा ध्यान रखा गया।

अर्वाधि में उन्हें बेहद असहज परिस्थितियों में विमान के अंदर रखा गया। एडीसीपी एयरपोर्ट पूनम मिश्रा का कहना है कि नोएडा एयरपोर्ट पर एक फ्लाइट में तकनीकी दिक्कत की सूचना मिली थी। हालांकि, बाद में दूसरे विमान से रवाना कर दिया गया।



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

8 OCTOBER 2026

IGIA CUSTOMS DEPT DESTROYS 165KG OF NARCOTICS WORTH ₹515 CRORE

NEW DELHI: The customs department from the Delhi airport on Wednesday said they destroyed nearly 165 kilograms of narcotic drugs and psychotropic substances worth around ₹515 crore at an incineration facility in the city.

The destruction of the narcotic substances was carried out by the high-level drug disposal committee led by its chairperson Shankar Prasad Sarma and other senior officers of the department on Wednesday, the officers said.

Arvind Saran, commissioner of customs (airport and general) said the consignment disposed of included approximately 140 kg of hydroponic weed, valued at around ₹140 crore, and 25kg of cocaine, valued at approximately ₹375 crore.

HTC

Govt. steps in to stop Adani's MIAL slot cuts

The civil aviation ministry's intervention effectively puts the proposed international slot cuts on hold while seeking a workable transition plan

Jagriti Chandra
NEW DELHI

The Ministry of Civil Aviation has stepped in to pause Adani Airports' proposed reduction in international flight operations at Mumbai's Terminal 2, giving airlines and the airport operator until October 20 to finalise a transition plan for the redevelopment of Terminal 1.

The intervention follows strong opposition from airlines to Mumbai International Airport Ltd.'s (MIAL) plan to cut 265 of Terminal 2's 770 weekly international departure slots from October 26. The proposed reduction, equivalent to about 34% of international departure slots, would affect 46 carriers. IndiGo faces 74 slot cuts, Air India 33,



Turbulent skies: Airlines argued that the proposed timelines were too aggressive and operationally difficult to implement. REUTERS

and Emirates and Etihad Airways 10 each.

MIAL said the cuts are necessary to free up Terminal 2 facilities, including check-in counters, baggage belts, gates and office space, for domestic operations shifting from Terminal 1 during its phased redevelopment. The move is aimed at accommodating around five million additional passengers annually.

Airlines, however, have argued that the proposed timelines are too aggressive and operationally difficult to implement.

The ministry has now asked Adani Airports, airlines and other stakeholders to reconvene and work out an "agreeable" and "win-win" transition plan. Adani Airports has called a fresh stakeholder meeting on October 13.



Corporate Communications Directorate

THE HINDU

DELHI

8 OCTOBER 2026



IATA urges for alternatives to flight cuts at Mumbai airport

The International Air Transport Association (IATA), the global airline industry body, has called for a consultative approach between Adani-owned Mumbai International Airport Ltd. (MIAL) and airlines to ensure that the redevelopment of Terminal 1 does not undermine international connectivity to the Mumbai Metropolitan Region (MMR). IATA also urged stakeholders to explore alternatives to flight cuts and other capacity reductions.

Corporate Communications Directorate

LOKSATYA

DELHI

8 OCTOBER 2026

फैसला

मुंबई एयरपोर्ट पर उड़ानों के बदलाव को लेकर सरकार सख्त

265 अंतरराष्ट्रीय उड़ानों को नवी मुंबई भेजने की योजना पर रोक

● **आईएटीए ने पारदर्शी आकलन और एयरलाइंस से सलाह मांगी**

नई दिल्ली, लोकसत्ता। मुंबई के छत्रपति शिवाजी महाराज अंतरराष्ट्रीय हवाईअड्डे के टर्मिनल-1 के पुनर्विकास को लेकर एयरलाइंस और हवाईअड्डा संचालक के बीच बड़े विवाद में केंद्र सरकार को हस्तक्षेप करना पड़ा है। नागरिक उड्डयन मंत्रालय ने मुंबई से नवी मुंबई अंतरराष्ट्रीय हवाईअड्डे पर अंतरराष्ट्रीय उड़ानों को स्थानांतरित करने की मौजूदा योजना फिलहाल टालने को कहा है। सरकार ने सभी संबंधित पक्षों से बातचीत के बाद नई और सर्वसम्मत योजना तैयार करने के निर्देश दिए हैं।

मुंबई एयरपोर्ट के टर्मिनल-1 का चरणबद्ध पुनर्विकास प्रस्तावित है। इसी के तहत टर्मिनल-1 से करीब 50 लाख यात्रियों की घरेलू उड़ान



क्षमता को टर्मिनल-2 में समायोजित करने की तैयारी थी। इसके लिए टर्मिनल-2 से संचालित होने वाली 770 साप्ताहिक अंतरराष्ट्रीय उड़ानों में से 265 उड़ानों को अस्थायी तौर पर नवी मुंबई भेजने का प्रस्ताव था। यह बदलाव 25 अक्टूबर से लागू

करने की तैयारी थी।

एयरलाइंस ने योजना की समयसीमा और एकतरफा निर्णय पर सवाल उठाए। उनका कहना है कि अंतरराष्ट्रीय उड़ानों को दूसरे हवाईअड्डे पर स्थानांतरित करने के लिए ग्राउंड हैंडलिंग, रखरखाव,

माल डुलाई, खानपान, चालक दल और यात्रियों की आवाजाही जैसी व्यवस्थाएं नए सिरे से करनी होंगी। इससे परिचालन खर्च बढ़ने और यात्रियों को परेशानी होने की आशंका है। कई एयरलाइंस ने यह भी कहा कि सड़ियों का उड़ान कार्यक्रम

बहुती हद तक तैयार हो चुका है।

अंतरराष्ट्रीय एयर ट्रांसपोर्ट संघ ने भी सरकार के हस्तक्षेप का स्वागत किया है। उसका कहना है कि हवाईअड्डे की क्षमता में बड़ी कटौती या उड़ानों में बदलाव से पहले मांग और क्षमता का पारदर्शी आकलन जरूरी है। प्रभावित एयरलाइंस से सार्थक बातचीत और बदलाव लागू करने के लिए पर्याप्त समय भी मिलना चाहिए, ताकि यात्रियों और विमानन कंपनियों पर असर कम हो।

सरकार ने अब 13 अक्टूबर को एयरलाइंस और हवाईअड्डा संचालक के बीच अगली बैठक तय की है। इसके बाद 20 अक्टूबर को सभी पक्षों के साथ प्रस्तावित व्यवस्था पर चर्चा होगी। नवी मुंबई हवाईअड्डे पर अंतरराष्ट्रीय उड़ानों का विस्तार मुंबई के विमानन ढांचे के लिए अहम माना जा रहा है, लेकिन सरकार फिलहाल विकास और यात्रियों की सुविधा के बीच संतुलन बनाने पर जोर दे रही है।



Corporate Communications Directorate

MINT

DELHI

8 OCTOBER 2026

IATA asks airlines to negotiate Mumbai slot cuts

New Delhi: The International Air Transport Association (IATA) has asked airlines to negotiate with Adani Airport Holdings Ltd for a longer transition timeline to shift some international operations from Mumbai airport to Navi Mumbai. IATA has asked airlines to use global and Indian slot-allocation guidelines in their discussions with Adani Airport, as per an email sent by the industry body to airline chiefs. *Mint* has reviewed the email.

ABHISHEK LAW



Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

7 OCTOBER 2026

Adani Airport launches Swirl Transit Hotel at Navi Mumbai Int'l Airport

MPOST BUREAU

Navi Mumbai, October 6

Adani Airport Holdings Ltd (AAHL), India's largest private airport operator, has launched Swirl Transit Hotel, an 80-room transit hotel at Navi Mumbai International Airport (NMIA), offering travellers accommodation for resting, refreshing or working within the airport.

Located on the Arrivals Level of Terminal 1, the two-floor hotel caters to passengers with long layovers, early departures,

late arrivals and short-stay requirements. Guests can choose four-hour or overnight stays, with access to showers, dining and hotel services.

Suchit Bansal, CEO, Non-Aero Business, AAHL, said the facility brings accommodation into the airport environment, offering travellers flexibility between flights. He said AAHL sees an opportunity to take the proposition to other airports across its network.

NMIA commenced commercial operations on 25 December 2025 and began

global operations on July 29, 2026 with its first international flight to Abu Dhabi.

The hotel has 80 rooms across six categories, ranging from 130 sq. ft to 410 sq. ft & offers Wi-Fi, smart televisions, workstations, electronic safes, dining and housekeeping services.

AAHL plans to introduce the Swirl concept at Lokpriya Gopinath Bardoloi International Airport in Guwahati, where a 21-room property is planned.

It will offer hourly and overnight stays, dining & hospitality services.



Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

7 OCTOBER 2026

Mumbai Airport int'l flight: Govt asks Adani Airports, airlines to work on transition plan

AGENCIES

New Delhi, October 6

The civil aviation ministry on Tuesday suggested delaying by a few weeks the proposed partial shifting of international flights from Mumbai airport to Navi Mumbai International Airport (NMIA), with stakeholders to finalise a transition plan, sources said.

Civil Aviation Secretary Samir Kumar Sinha chaired a meeting with airlines, Adani Airport Holdings Ltd (AAHL), Federation of Indian Airlines, IATA and Airports Author-

ity of India, among others. AAHL operates both airports.

AAHL has asked airlines to cut 33 per cent of international flights from Mumbai or discontinue them by October 25, citing the redevelopment of Terminal 1. Airlines have opposed the proposal.

Sinha asked airlines and AAHL to work on a firm transition plan. They will meet on October 13, followed by another meeting on October 20 to finalise the plan.

AAHL told the meeting that NMIA was prepared

to handle up to 5 million international passengers annually, supported by connectivity, catering, hotels, lounges and other infrastructure.

Airlines said the ministry asked AAHL to re-engage stakeholders and submit the agreed transition plan as part of its request for approval of the Major Development Plan (MDP) for T1 redevelopment. MDP approval is required under the Mumbai airport concession agreement.

AAHL had said on October 3 that 91 per cent of

Mumbai airport's passenger traffic would remain unaffected during T1 redevelopment. Work is scheduled to begin in January 2027, raising T1 capacity by 33 per cent to 20 mppa from 15 mppa.

MIAL has asked 46 airlines to cut international departure slots by 33 per cent from 11.59 pm on October 25. Of 770 weekly international flights from T2, 265 weekly overseas services are proposed to be temporarily discontinued. The vacated slots will facilitate domestic traffic shifting from T1.



Corporate Communications Directorate

THE PIONEER

LUCKNOW

7 OCTOBER 2026

Swiss prez visits Jewar airport



PIONEER NEWS SERVICE

■ Noida/Lucknow

Uttar Pradesh's efforts to attract global investment and strengthen modern industrial infrastructure received an international boost on Tuesday as Swiss President Guy Bernard Parmelin arrived at Noida International Airport in Jewar with a 65-member delegation.

The delegation was welcomed by Uttar Pradesh IT and Electronics Minister Sunil Sharma, Additional Chief Secretary (Civil Aviation) IIDC

Deepak Kumar, and Invest UP CEO Vijay Kiran Anand, who greeted the Swiss president and his delegation with traditional angavastram.

The visit highlighted the growing scope for cooperation between UP and Switzerland in aviation, technology, infrastructure and investment.

Noida International Airport is being developed by a subsidiary of Swiss company Flughafen Zürich AG, making the project an important example of Swiss expertise and investment in UP.

The Swiss delegation began its visit with a presentation at the NIA office's Avni Board Room, followed by an address by President Parmelin. A lunch accompanied by Indian music and a group photograph was also organised at the airport.

The Swiss president, his wife and selected officials inspected the airside area and Air Traffic Control tower, while other delegates toured the terminal, security zones, boarding gates, apron and baggage reclaim facilities.

The delegation included Switzerland's ambassador, members of the National Council, state officials and around 40 business leaders.

The visit is expected to open further opportunities for collaboration in aviation, information technology (IT), electronics, technology and other sectors, reinforcing UP's position as an emerging global investment destination.



Corporate Communications Directorate

THE PIONEER

LUCKNOW

7 OCTOBER 2026

Navi Mumbai International Airport expands mobility, hospitality and airline support



PIONEER NEWS SERVICE

■ Navi Mumbai

Navi Mumbai International Airport (NMIA), operated by Adani Airport Holdings Limited (AAHL), is strengthening passenger mobility, transit hospitality and airline support as flight activity is set to increase ahead of the winter flying schedule, which runs from October 25, 2026, to March 27, 2027.

Maharashtra State Road Transport Corporation will launch electric e-Shivai services from October 7 to Dadar, Borivali and Pune, with fares of ₹170, ₹210 and ₹450, respectively. Chalo operates 21 daily services to Marol, Bandra, Dadar and Colaba, while Navi Mumbai Municipal Transport runs seven dedicated airport routes. Bharat Taxi will begin operations with up to 40 vehicles from October 10.



Delhi airport sees rise in passenger traffic: CEO Pradeep Panicker

PIONEER NEWS SERVICE
■ New Delhi

Delhi Airport is perhaps a "bright spot" with rising passenger traffic and international airlines' focus on India, its CEO Pradeep Panicker said on Tuesday amid the ongoing West Asia crisis and geopolitical uncertainties impacting the aviation sector.

Airport operator DIAL is also working to enhance infrastructure, airside and terminal capacities, and connectivity in a ten-year master plan charted out till 2036.

Indira Gandhi International Airport (IGIA), operated by Delhi International Airport Ltd (DIAL), is the country's largest airport and currently has an annual passenger handling capacity of 106 million, which is set to increase to 125 million during the latest master plan period.

"Delhi airport is perhaps a bright spot... more passengers travel out of Delhi, and international carriers are continuing to focus on India..." Panicker said.

More European carriers are also flying in here due to the West Asia crisis, and the airport has recorded an overall growth in domestic and international traffic.

He was responding to queries at a briefing related to the impact of the West Asia crisis and Pakistan airspace closure on the flight operations.

According to him, there has been more growth from Asia Pacific than West Asia and that there is a "more robust market".

During the April-August period in 2026-27, traffic from the Asia Pacific region rose 11.4 per cent to 3.57 million compared to 3.21 million in the year-ago period, he said.

He also said traffic from the Middle East region declined 4.1 per cent to 2.37 million in the given period from 2.47 million in April-August of 2025-26.

The traffic from North America and Africa fell 26.2 per cent and 10.9 per cent, respectively, in April-August this fiscal year compared to the year-ago period. There was a marginal uptick of 0.9 per cent in traffic from Europe during the given period.

Overall, Delhi airport's international traffic rose 0.8 per cent to 8.62 million in April-August of 2026-27 from 8.55 million a year ago.

In 2025-26, the overall traffic at the airport was around 78.7 million, and in the current fiscal, the numbers are likely to be around 82 million.

The airport has four runways, a cross taxiway and three terminals - T1, T2 and T3.

To a query related to a proposal to allow airport operators to own a stake in airlines, Panicker said, "We as GMR are not looking to invest in airlines".

Corporate Communications Directorate

SWATANTRA BHARAT

LUCKNOW

7 OCTOBER 2026

लखनऊ एयरपोर्ट परिसर में लगी भीषण आग

स्वतंत्र भारत व्यूरो, लखनऊ।
चौधरी चरण सिंह अंतरराष्ट्रीय
एयरपोर्ट परिसर में मंगलवार सुबह
करीब 6:30 बजे मजदूरों की लेबर

- दो मजदूर झुलसे
- दो किमी तक दिखा धुआं

कॉलोनी में भीषण आग लग गई। आग
इतनी तेजी से फैली कि कुछ ही मिनटों
में लपटें और धुआं दूर से दिखाई देने
लगा। हादसे के बाद मजदूरों में
अफरा-तफरी मच गई।

एयरपोर्ट परिसर में टाटा प्रोजेक्ट्स की
ओर से मजदूरों के रहने के लिए
पीवीसी पैनल से तीन मंजिला आवास
बनाया गया था। इसमें करीब 352
मजदूर रह रहे थे। बताया गया कि
सुबह एक मजदूर सिलेंडर से खाना



बना रहा था, तभी अचानक आग लग
गई। देखते ही देखते आग ने विकराल
रूप ले लिया। आग फैलने से पहले
ही सभी मजदूरों को आवास से
सुरक्षित बाहर निकाल लिया गया।
हालांकि सामान निकालने की कोशिश

में निर्मल और राहुल नाम के दो
मजदूर झुलस गए। दोनों को उपचार
के लिए अस्पताल भेजा गया। सूचना
मिलते ही दमकल की नौ गाड़ियां मौके
पर पहुंचीं और काफी मशक्कत के
बाद आग पर काबू पाया।

Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

7 OCTOBER 2026

State to double flight schools as demand for pilots rises

TIMES NEWS NETWORK

Ahmedabad: Gujarat is set to double its number of flying training organisations (FTOs) to 10, as the state seeks to tap rising demand for commercial pilots. Five FTOs currently operate in Gujarat. Another five are expected to become operational soon, according to the state govt.

The existing FTOs have trained more than 5,200 aviation students and produced over 3,200 commercial pilot licence (CPL) holders. At least 200 aspiring pilots are currently undergoing training in the state, govt said.

The expansion comes as Indian airlines ramp up fleet additions. Domestic carriers have placed orders for around 1,700 aircraft, according to govt. This could create demand for about 25,000-30,000 commercial pilots in the coming years.

Gujarat govt is developing the FTO ecosystem through its civil aviation department and Gujarat State Aviation Infrastructure Company Ltd (GujSAIL). The projects are



being developed under the public-private partnership model. Operators have received land at state-owned airports and airstrips through a bidding process while the govt has allocated around 1,500 sq m for each eligible operator.

Four of the five existing FTOs operate from state-owned airstrips at Mehsana and Amreli. The fifth operates from Bhavnagar airport on land allocated by Airports Authority of India.

The existing operators are Skynex Aero Pvt Ltd and Blue Ray Aviation Pvt Ltd at Mehsana. Vision Flying Training Institute and Gujarat Flying Club operate from Amreli. Dunes Aviation Pvt Ltd opera-

tes from Bhavnagar.

State govt is positioning favourable weather for flying and its network of airports and airstrips as key advantages for pilot training. Gujarat also has established road, industrial and logistics infrastructure. The expansion could create demand for aviation-related infrastructure and services. FTOs require aircraft, flight simulators, maintenance hangars, fuel facilities, classrooms, hostels and administrative infrastructure.

The ecosystem could also support jobs for flying instructors, aircraft maintenance engineers, flight dispatchers, operations staff and safety professionals. The growth in pilot training is expected to benefit allied sectors such as maintenance, repair and overhaul, aviation fuel, aerospace manufacturing and drone training.

Greater use of state-owned airports and airstrips could also generate revenue through land rentals, lease premiums, aircraft parking, hangar facilities and fuel sales.



Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

7 OCTOBER 2026

265 int'l flights may move to NMIA only post-Diwali

Saurabh.Sinha@timesofindia.com

New Delhi: The proposed shifting of 265 international flights from Mumbai's Chhatrapati Shivaji Maharaj International Airport (CSMIA) to Navi Mumbai International Airport (NMIA) could now happen after Diwali, instead of Oct 25, and airlines will submit a firm transition plan for the move. A meeting called by Union aviation secretary Samir Sinha on Tuesday with stakeholders managed to break the ice, if not the deadlock, with people in the know saying Indian carriers admitted in the meeting that the issue was being discussed for almost 1.5 years. The next meeting will be held next Tuesday and a final decision

'PREPARE PLANS'

- > Aviation secretary Samir Sinha's Tuesday meeting with stakeholders helps break ice
- > Amid festival season, MIAL, run by Adani, offers to begin shifting 265 of T2's 770 weekly int'l flights to NMIA post-Diwali
- > Sinha tells airlines to prepare flight shifting plan at the earliest
- > Cautions that the process must be smooth and passengers not inconvenienced by changes

may be taken on Oct 20.

It is learnt that with the festive season approaching and the "positive direction" of Tuesday's meeting with Sinha's intervention, Adani-run Mumbai International Airport Ltd (MIAL) offered to begin shifting 265 of CSMIA's

770 weekly international departures to NMIA post-Diwali, which is exactly a month away. With this offer from MIAL, Sinha is learnt to have asked airlines to prepare their flight shifting plan at the earliest. The secretary is learnt to be keen that the issue not hangfire for much longer and be decided amicably between the airport operator and airlines so that passengers of flights that shift get enough advance notice.

Sinha's brief to stakeholders was clear: Passengers should not be inconvenienced by any last-minute surprises and plan everything so that the transition should go smoothly. The 90-minute meeting was attended by representatives of stakeholders in-

cluding Air India, IndiGo, Akasa, Adani Airports and Airports Authority of India.

"The reconstruction of the over six decades old parts of CSMIA terminal 1 (T1) is a must for safety reason. Govt can't allow any mishap to happen given the safety fears expressed about oldest parts of T1 in structural safety studies done both by the previous (GVK) and current (Adani) operators of Mumbai Airport. T1 reconstruction has to begin which will require either demolishing it in one go or in phases. The latter method has been chosen to keep interim disruption at lower possible level. Now the most amicable way of doing has to be found," said people in the know.



Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

7 OCTOBER 2026

265 int'l flights may move to NMIA only post-Diwali

New Delhi: The proposed shifting of 265 international flights from Mumbai airport's T2 to Navi Mumbai International Airport could happen after Diwali instead of Oct 25, and airlines will submit a firm transition plan for the move, reports **Saurabh Sinha**.

A meeting called by Union aviation secretary Samir Sinha on Tuesday with stakeholders managed to break the ice, if not the deadlock, with people in the know saying Indian carriers admitted the issue had been discussed for almost 1.5 years. The next meeting will be held coming Tuesday and the final decision may be taken on Oct 20.

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Corporate Communications Directorate

THE TIMES OF INDIA

MUMBAI

7 OCTOBER 2026

Oct 25 deadline goes, secy asks airlines to prepare plans for shift

Saurabh Sinha
@timesofindia.com

New Delhi: In light of the approaching festive season and the "positive direction" of Tuesday's meeting with Union aviation secretary Samir Sinha, Adani-run MIAL reportedly offered to begin shifting 265 of CSMIA's 770 weekly international departures to NMIA after Diwali.

With this offer from MIAL, Sinha is learned to have asked airlines to prepare their flight shifting plan at the earliest. The secretary is reportedly keen that the issue not hang fire for much longer and be decided amicably between the airport operator and airlines so that passengers of flights that shift get enough

Aviation secretary Samir Sinha reportedly found the middle path by getting the shifting plan deferred and airlines to agree to firm up their transition plans



advance notice.

Sinha's brief to stakeholders was clear: Passengers should not be inconvenienced by any last-minute surprises and everything must be planned in such a way that the transition goes off smoothly. The 90-minute meeting was attended by representatives of Air India, IndiGo, Akasa,

Adani Airports and Airports Authority of India, among others.

"The reconstruction of the over six-decades-old parts of CSMIA Terminal 1 is a must for safety reasons. Govt can't allow any mishap to happen given the safety fears expressed about oldest parts of T1 in structural safety studies done both by the previous (GVK) and current (Adani) operators of Mumbai Airport. T1 reconstruction has to begin, which will require either demolishing it in one go or in phases. The latter method has been chosen to keep interim disruption at the lowest possible level. Now, the most amicable way of doing this has to be found," said people in the know.

The plan to demolish the oldest part of T1 has been on hold for at least six years now. "The Oct 25 date for beginning the shifting of international flights will be deferred till just after Diwali, but airlines need to submit a firm plan as the deferment can't be indefinite due to safety fears of T1. Both sides got what they wanted. This was the sum and substance of secretary Sinha's Tuesday meeting," they said.

Adani Airports says NMIA can handle up to 50 lakh international passengers annually at the newly commissioned airport. The planned phased redevelopment of CSMIA T1 proposes to enhance its capacity from 1.5 crore passengers annually to 2 CPA.

Corporate Communications Directorate

THE TIMES OF INDIA

DELHI

8 OCTOBER 2026

Visa hassles: IGI sees max dip in North America travel

Saurabh Sinha
@timesofindia.com

New Delhi: The continued closure of Pakistan airspace since last April and the tense geopolitical situation in West Asia have reshaped international travel patterns from Delhi, with a sharp rise in traffic to Southeast Asia destinations. Meanwhile, the tighter US visa norms, airspace disruptions and Air India's long-haul cuts have sharply hit travel to North America.

Data shared by Delhi International Airport Ltd (DIAL) for April-Aug 2026 compared with the same period last year shows an 11.4% increase in travellers to and from Asia-Pacific, with numbers rising from 32.1 lakh to 35.7 lakh. Europe saw a marginal increase of 0.9%, from 19.6 lakh to 19.7 lakh, as airlines such as Lufthansa, SWISS and British Airways added India flights after reducing services to West Asia.

Driven by growth in these two regions, IGI's overall international traffic rose 0.8%,



File photo

TURBULENT TIMES

from 85.5 lakh passengers in April-Aug 2025 to 86.2 lakh during the same period this year.

North America recorded the sharpest decline, with passenger numbers falling 26.2%, from 7.5 lakh to 5.5 lakh. The drop has been attributed to stricter US visa norms, particularly for students and other visitor categories, along with disruptions caused by airspace closures and Air India's reduction of long-haul services following the Ahmedabad crash.

Traffic to Africa fell 10.9%, from 1.7 lakh to 1.5 lakh passengers, while Middle East traffic declined 4.1%, from 24.7 lakh to 23.7 lakh.

"On an overall basis (domestic

plus international), we expect our passenger footfalls to be at 8.2 crore in FY27, about 4% higher than the actual number of 7.9 crore in FY26. Foreign carriers have been adding flights, and new services are also being launched to destinations such as Mongolia by airlines that are just starting operations in Delhi. Overall, we expect an increase in numbers this fiscal despite continuing geopolitical challenges, higher jet fuel prices and other factors," DIAL CEO Pradeep Panicker said.

Meanwhile, the protocol for hub-and-spoke domestic-to-international passengers on Air India has been revised following a recent lapse in which three Italian nationals arrived from Amritsar and boarded a flight to Germany without clearing immigration.

Under the revised system, Air India passengers connecting in Delhi to international codeshare flights will receive their onward boarding passes only in Delhi, complete immigration formalities and then travel onwards.



Corporate Communications Directorate

THE TIMES OF INDIA

AHMEDABAD

7 OCTOBER 2026

State to get 5 more flying training orgs

Total FTOs in state to reach 10, making it one of the largest pilot-training ecosystems

Ahmedabad Mirror Bureau
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Posts @ahmedabadmirror

Five more Flying Training Organisations (FTOs) are under development in Gujarat and will take the state's total to 10. Existing FTOs have trained more than 5,200 aviation students and produced over 3,200 Commercial Pilot Licence (CPL) holders, while more than 200 aspiring pilots are currently undergoing training.

India's civil aviation sector is expected to create demand for an estimated 25,000-30,000 commercial pilots in the coming years. Indian carriers have collectively placed orders for nearly 1,700 new aircraft.

Demand for pilots grows

Gujarat currently has five operational FTOs. Four operate from state-owned airstrips at Mehsana and Amreli, while one operates at Bhavnagar Airport on land allotted by the Airports Authority of India.

Once the new ones are operational, Gujarat will become one of the largest state-level pilot-training eco-

systems in the country. Under the PPP model, approximately 1,500 square metres of land at state-owned airports and airstrips is allotted to eligible operators through a transparent bidding process. The initiative is aimed at developing a skilled aviation workforce, attracting private investment and generating employment.

Local economies

The sector will create jobs for commercial flying instructors, aircraft maintenance engineers, flight dispatchers, operations officers, safety professionals, administrative staff and ground-support personnel.

The growing aviation-training ecosystem is expected to benefit Mehsana, Amreli, Mandvi and Ankleshwar by increasing demand for hotels, hostels, rental housing, restaurants, transport, healthcare, banking and retail services.

The growing aviation-training ecosystem is also expected to support aircraft maintenance, repair and overhaul (MRO), aviation fuel services, flight simulators, aerospace manufacturing, drone pilot training, aviation software and consultancy.

Corporate Communications Directorate

AMAR UJALA

DELHI

8 OCTOBER 2026

रांची-लखनऊ उड़ान को अहमदाबाद भी जाना था...दूसरे विमान से भेजे गए यात्री विमान पर गिरी बिजली, नोज क्षतिग्रस्त बाल-बाल बची 104 यात्रियों की जान

लखनऊ। रांची से वाया पटना लखनऊ आ रही इंडिगो की उड़ान पर बुधवार को बीच रास्ते बिजली गिरी, जिससे विमान का अगला हिस्सा (नोज) बुरी तरह क्षतिग्रस्त हो गया। विमान में 104 यात्री सवार थे। लखनऊ एयरपोर्ट पर लैंडिंग के बाद विमान की गहन जांच की जा रही है। इस विमान को आगे अहमदाबाद के लिए रवाना होना था लेकिन सुरक्षा के मद्देनजर यात्रियों को दूसरे विमान से रवाना किया गया।

हालांकि, विमान को नोज से पक्षी टकराने की भी आशंका जताई जा रही है लेकिन मजबूत संभावना यही है कि विमान पर बिजली गिरी है। अभी विमान लखनऊ एयरपोर्ट पर है, जिसकी इंजीनियर जांच कर रहे हैं। जांच के बाद ही असल वजह सामने आएगी। मामला इंडिगो की उड़ान संख्या 6ई-925 का है, जो रांची से पटना होते हुए लखनऊ पहुंचती है। विमान बुधवार रांची से दोपहर 1:55 बजे उड़ान भरकर दोपहर 2.45 बजे पटना पहुंचा। इसके बाद दोपहर 3:10 बजे पटना से लखनऊ के लिए उड़ान भरी। विमान की शाम करीब साढ़े चार बजे के आसपास लखनऊ एयरपोर्ट पर लैंडिंग हुई। यात्रियों के विमान से उतरने के बाद जब रूटीन जांच की गई तो नोज क्षतिग्रस्त पाई गई। नोज पिचकी हुई थी। राहत की बात यह है कि सभी 104 यात्री सुरक्षित हैं। हालांकि रास्ते में पायलट



बुरी तरह क्षतिग्रस्त विमान की नोज।

17 हजार फीट की ऊंचाई पर हादसा
सूत्रों के अनुसार, पटना से लखनऊ की तरफ बढ़ रही यह फ्लाइट करीब 17 हजार फीट की ऊंचाई पर रही होगी। इसी बीच, विमान पर बिजली गिरी। विमान की नोज कौन के ठीक पीछे विमान का मुख्य बेंडर रडार होता है। तस्वीरों में इसके बाहरी हिस्से का बांचा क्षतिग्रस्त दिख रहा है। अधिकारियों के मुताबिक, घटना की गंभीरता को देखते हुए तकनीकी जांच के निर्देश दिए गए हैं।

को टकराहट या अन्य गड़बड़ी का एहसास नहीं हुआ, जिसकी वजह से एयर ट्रैफिक कंट्रोलर एटीसी को सूचना नहीं दी जा सकी। एहतियातन लखनऊ में ही रोक दिया गया है विमान...एयरपोर्ट सूत्रों के मुताबिक इंडिगो की फ्लाइट को आगे अहमदाबाद जाना था। लखनऊ से अहमदाबाद के लिए विमान संख्या

आंधी-बारिश में हवा में चक्कर काटती रही इंडिगो की फ्लाइट, लैंडिंग के बाद पायलट ने उड़ान से किया इन्कार

वाराणसी। लाल बहादुर शास्त्री अंतरराष्ट्रीय एयरपोर्ट पर मंगलवार को खराब मौसम के कारण इंडिगो की बंगलूरु-वाराणसी उड़ान के संचालन में बाधा आई। तेज आंधी और भारी बारिश के कारण विमान को वाराणसी एयरपोर्ट पर लैंडिंग के लिए करीब आधे घंटे तक हवा में चक्कर लगाना पड़ा। सुरक्षित लैंडिंग के बाद पायलट और क्रू मेंबर ने फ्लाइट ड्यूटी टाइम लिमिटेशन (एफडीटीएल) के तहत निर्धारित ड्यूटी समय पूरा होने का हवाला देते हुए विमान को वापस बंगलूरु ले जाने से इन्कार कर दिया। इसके चलते इसी विमान की वापसी उड़ान 6ई 6597 रद्द करनी पड़ी।

■ विमान में सवार 167 यात्रियों को वैकल्पिक उड़ानों से बंगलूरु भेजने की व्यवस्था की गई। एयरपोर्ट अधिकारियों के अनुसार, इंडिगो की बंगलूरु से वाराणसी आने वाली उड़ान 6ई 6596 का निर्धारित समय शाम 5:45 बजे थी। मंगलवार को आधे घंटे की देरी से 6:15 बजे वाराणसी के हवाई क्षेत्र में पहुंचा। संवाद

6ई-6968 बनकर रवाना होनी थी। यह शाम 5:10 बजे उड़ान भरकर शाम 7:05 बजे अहमदाबाद पहुंचती है। लेकिन नोज डैमेज होने के कारण एहतियातन विमान को रवाना नहीं किया गया और लखनऊ में ही रोक दिया गया है। दूसरी फ्लाइट से यात्रियों को अहमदाबाद भेजा गया। व्यूरो



Corporate Communications Directorate

BUSINESS LINE

DELHI

8 OCTOBER 2026

SC sends notice to govt, asks why air travel is not disabled-friendly

Krishnadas Rajagopal
New Delhi

The Supreme Court on Wednesday decided to ask the Union government why millions of passengers with disabilities continue to face humiliation, barriers, broken equipment and digital exclusion in one of the world's fastest growing aviation markets.

A three-judge Bench, headed by Chief Justice of India Surya Kant, issued formal notice to the Ministry of Civil Aviation, the Directorate General of Civil Aviation, the Airports Authority of India, the Central Industrial Security Force and the Digi Yatra Foundation on a petition filed by Turab Chimthanawala, a company secretary and advocate based in Mumbai who suffers a

benchmark disability called Leber's Congenital Amaurosis, a condition that causes severe vision loss from childhood.

INCREASED TRAVEL

Advocate Ashutosh Senger, for Chimthanawala, submitted that India was presently the third-largest aviation market globally, with annual passenger traffic exceeding 350 million. Yet, persons with disabilities (PwD) face denial of accessible aviation infrastructure and services, restricting their fundamental right to travel independently and with dignity.

"Domestic passenger traffic has consistently grown at approximately 10-12 per cent annually over the past decade. Even based on the conservative estimate of 2.21 per cent disability prevalence recorded in the

Census of 2011, this translates to over seven million air passengers with disabilities annually... The magnitude of affected persons underscores the systemic and national scale of the accessibility failure," Senger submitted.

GAMUT OF SERVICES

The plea highlighted a systemic and nationwide failure of non-implementation of accessibility across all stages of air travel, including booking, web-check-in, airport entry and navigation, counter-check-in, security screening, Digi Yatra processing, immigration, boarding, in-flight services and arrival assistance.

These include instances of visually-handicapped persons routinely forced into wheelchairs or being frequently compelled to use

specialised ambulifts even when they can safely use regular staircases.

The petition said silent airports fail to provide accessible alternative modes of communication.

"Accessibility is not merely a statutory entitlement but a fundamental right flowing from the guarantee of equality, dignity, and freedom of movement, and imposes a non-derogable obligation upon the State and its instrumentalities to ensure that public infrastructure and services are usable

by PwDs on an equal basis with others," the petition said.



Corporate Communications Directorate

BUSINESS LINE

DELHI

8 OCTOBER 2026

Air India and Singapore Airlines expand flights ops

Press Trust of India
New Delhi

Air India and Singapore Airlines on Wednesday announced the expansion of their commercial cooperation to provide more flight options for travelling on the India-Singapore route.

The expansion is part of the initiatives under the Commercial Cooperation Framework Agreement inked in January this year. From October 15, both airlines will offer travellers bookings to eligible flights between India and Singapore

operated by either airline on a standalone basis.

BOOKING FLEXIBILITY

"This covers 126 weekly flights between Singapore and eight Indian cities: Ahmedabad, Bengaluru, Chennai, Delhi, Hyderabad, Kochi, Kolkata, and Mumbai," Air India said in a release on Wednesday.

At present, an eligible Air India-operated codeshare flight booked through Singapore Airlines must include an SIA-operated flight and vice versa. This requirement will be removed from October 15.



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

8 OCTOBER 2026

Airline safety grounded in terra firma

The close call for 174 passengers travelling on flydubai flight FZ1073 has provoked a flood of suggestions from the global commentariat on enhancing airline security. But history suggests that no security measures can be 100 per cent disaster-proof as long as global politics remains in turmoil.

In fact, only a rare trifecta of good fortune ensured that there were no fatalities on board the flydubai flight from Dubai to Israel, which resulted from the depredations of a suicidal Omani pilot with anti-Israeli inclinations. The courageous Captain Smit Machchhar, who, despite severe head injuries, managed to unlock the cockpit door and alert passengers to the crisis; a plumber who was familiar enough with aircraft controls to steady the plummeting aircraft because he closely followed *Air Crash Investigation*; and, finally, the presence of two off-duty pilots who took charge and made an emergency landing.

Many have drawn obvious parallels between the unforeseen exigency of a mentally disturbed pilot with murderous intentions against the mainly Israeli passengers on flight FZ1073 and the serial 9/11 hijackings by fundamentalists armed with box cutters. All of these crimes were designed as high-impact revenge against the country or countries that had launched an invasion against their own. A frisson of fear is now bound to travel through Israelis and their American allies about the wisdom of air travel. The flydubai near-tragedy showed how the gratuitous conflicts their governments started in West Asia have made the world unsafe for them (and unfortunate co-passengers of other nationalities). Those with longer memories will remember an earlier time in the 1970s when disaffected Palestinian guerrilla groups almost rou-

tinely hijacked airliners flying to or from Israel or the United States.

On September 6, 1970, for instance, Palestinian guerrillas hijacked four aircraft bound for New York in a coordinated action that shook the world — a TWA flight travelling from Frankfurt, El Al and Pan Am flights from Amsterdam, and a Swissair flight from Zurich. One of those hijackings failed thanks to the presence of mind of the pilot Uri Bar, though he is less remembered than the glamorous AK-47-wielding Leila Khaled, a member of the Popular Front for the Liberation of Palestine (PFLP) and veteran of a 1969 hijacking. One of the aircraft was diverted to Beirut and two landed in Jordan, where they were surrounded by the Jordanian army. The PFLP was demanding the release of Palestinians held in Germany, Switzerland, England and Israel within 72 hours or they would kill all the hostages.

As the US flew in the 82nd Airborne and the Sixth Fleet was put on standby, the long standoff — which included the hijacking of a British Overseas Airways Corporation aircraft the next day — saw the outbreak of the famous “Black September” war between the Jordanian military and Yasser Arafat’s Palestinian Liberation Organisation. It ended after Egypt’s Nasser Hussein brokered a deal that saw the hostages released and the hijackers set free.

Afterwards, American journalist Walter Cronkite presciently commented that the Palestinian guerrillas “thrust back to the world’s attention a problem diplomats have tended to shove aside...”

Two years later, Palestinian guerrillas hijacked a Sabena Air flight to Tel Aviv. It was during the rescue operation that Israeli Prime Minister Benjamin Netanyahu, then a commando, gained fame for his her-

oics in foiling the plot. Four years later, he lost a brother in Operation Thunderbolt, when Israeli commandos famously stormed a hijacked Air France flight that was diverted to Entebbe, Uganda.

Back in India, little of this international drama registered on airport security. Air travel was rare in those days anyway, involving only a minuscule proportion of India’s population. Security checks mostly consisted of personnel perfunctorily checking hand luggage and occasionally asking if you were carrying knives or bombs. Children in those days freely visited the cockpit, where friendly pilots showed you the controls and gave you sweets. All that abruptly ended in 1985 when a bomb, planted by Punjab militants, exploded aboard the Emperor Kanishka, sending 329 people to the bottom of the Atlantic Ocean. Metal detectors now made their presence felt and tarmac identification of checked-in luggage became the norm.

The IC 814 hijacking of 1999 — another casualty of botched diplomacy and intelligence — made baggage screening compulsory. After the 9/11 tragedies, cockpit doors were securely locked from the inside. Tragically, that policy sent 150 people plunging to their deaths when a mentally unhinged co-pilot locked his captain out of the cockpit and crashed Germanwings Flight 9525 into the French Alps in 2015. Passengers on flydubai flight FZ1073 may have suffered a similar fate were it not for Captain Machchhar.

The upshot of growing insecurity in the skies has been skyrocketing expenditure on security by airport operators. By one reckoning, security alone accounts for 20 per cent of airport operators’ expenditure. Some airports pass this cost on to passengers either wholly or partly. In short, air passengers pay for their security in the skies one way or another — even though, as Cronkite pointed out 56 years ago, the real solution lies in the hands of leaders and politicians on terra firma.



SWOT
KANIKA DATTA



Corporate Communications Directorate

BUSINESS STANDARD

DELHI

8 OCTOBER 2026

A-I, SIA expand partnership

Focus on standalone flights, frequent-flyer benefits

AGENCIES

New Delhi, 7 October

Tata group-led Air India and Singapore Airlines (SIA) on Wednesday said they have expanded commercial cooperation with more flight options for travellers between India and Singapore, and interoperability of flyer privileges.

This is the first part of the initiatives under the Commercial Cooperation Framework Agreement inked in January. From October 15, both airlines will offer travellers a wider range of itinerary and flight options through their respect-

ive booking channels, *PTI* reported. SIA holds 25.1 per cent stake in Air India. "This covers 126 weekly flights between Singapore and eight Indian cities: Ahmedabad, Bengaluru, Chennai, Delhi, Hyderabad, Kochi, Kolkata, and Mumbai," Air India said in a release on Wednesday.

At present, an eligible Air India-operated codeshare flight booked through SIA must include an SIA-operated flight, and vice versa. This restriction will end from October 15. Travellers can book eligible standalone flights between India and Singapore operated

by either airline through each other's booking channels.

"As demand for travel between our countries continues to grow, this partnership positions us to serve that opportunity even better," said Nipun Agarwal, chief commercial officer, Air India.

In addition to the existing Star Alliance privileges, members of Air India's Maharaja Club and SIA's KrisFlyer programmes will also be able to avail reciprocal benefits on select routes starting from the second quarter of 2027, *Reuters* reported, citing an Air India release.



Pilots' Duty Timings

BAOA wants extension in timings, along with adequate rest.

PAGE 2

LEAVING ON A JETPLANE

A COMMERCIAL FEATURE

OCTOBER 2026

AHMEDABAD, BENGALURU, BHOPAL, BHUBANESWAR, CHANDIGARH, CHENNAI, HYDERABAD, JAIPUR, KOCHI, KOLKATA, LUCKNOW, MUMBAI, NEW DELHI & PUNE

The resurgence in India is evident from the fact that business jets' demand has grown from 4–5 annually a few years ago to 25–30 now

BIZ AVIATION FLIES HIGH DESPITE WAR, OIL PRICES

BY SHOBHA JOHN

Even as commercial aviation in India has taken a hit due to huge losses and other turbulence, business aviation has had a good year as more and more corporates are buying jets. In fact, this sector is emerging as one of the fastest-growing segments of aviation.

If one were to go by the figures of the General Aviation Manufacturers Association (GAMA) which tracks general aviation shipments and billings worldwide, business jets and piston airplanes saw increases in shipments in 2025 as compared to 2024. Preliminary aircraft deliveries were valued at \$35.7 billion, an increase of 14.6%. India has seen a significant demand for business jets from approximately 4–5 inducted annually a few years ago to around 25–30 aircraft now.

AIRPLANE DELIVERIES

Piston airplane shipments, according to GAMA, increased by ten units to 1,782 during this time, while turboprops declined slightly by 5.1% with 594 units. Business jet shipments increased 11.8% with 854 units. The value of airplane deliveries for 2025 was \$31.0 billion, an increase of 16.1%. Helicopter shipments in 2025, when compared to 2024, saw piston helicopters at 206 units, a decrease of four units respectively.

Various air shows are often a good indicator of market sentiment and the latest, Farnborough International Airshow which

took place in July in Hampshire, UK, had an optimistic mood. While commercial aerospace orders with Boeing and Airbus put together recorded 327 agreements, up from 286 at Farnborough in 2024, total business generated was £62.9 billion (\$84.7 billion), according to ADS, a UK aviation trade association. However, business at other air shows has been lackadaisical, resulting in fewer orders and in some cases, cancellations.

In India, according to the Directorate General of Civil Aviation (DGCA), in 2006, there were 56 non-scheduled operators



The pre-owned market is considerably larger than the new aircraft market. Most first-time buyers want to understand operations, maintenance, crew requirements and the overall economics before investing in a new aircraft.

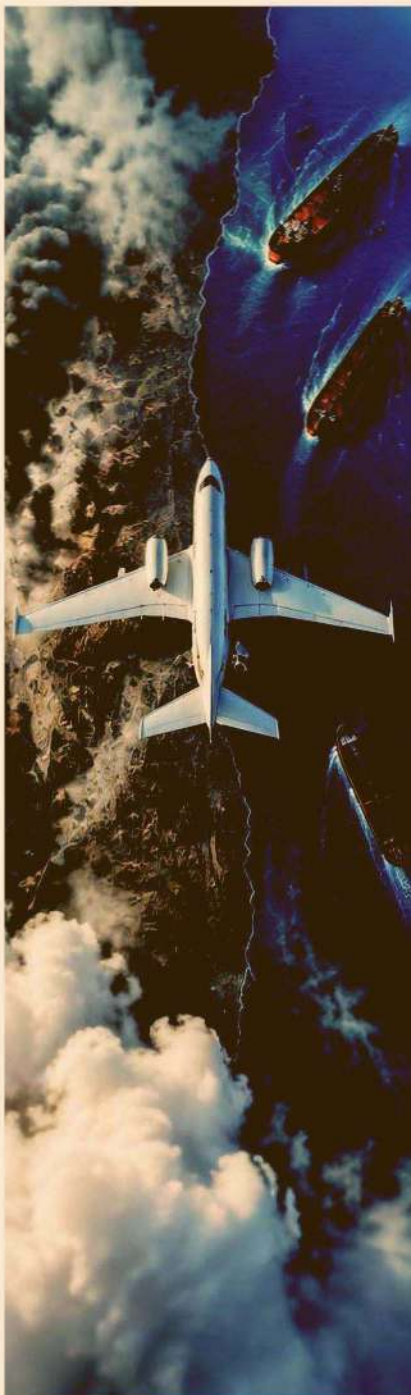
with a total number of 183 aircraft. By 2025, this had risen to 122 operators and 433 aircraft, showing the steady rise in this segment.

PRE-OWNED MARKET

Insiders say that the pre-owned market is considerably larger than the new aircraft market primary due to pricing and lead time. For a first-time buyer, a pre-owned aircraft is often more practical too. Most want to understand aircraft operations, maintenance, crew requirements and the overall economics before investing in a brand-new aircraft. Globally, owners are retaining their aircraft for longer periods. Thus, finding the right aircraft—with the right maintenance status, pedigree, configuration and history—is increasingly challenging.

While the Indian market has evolved from piston aircraft to turboprops and now business jets, turboprops have almost reduced to single-digit annual transactions. Meanwhile, small and mid-size jets, including aircraft such as the Premier 1A, Citation CJ2, Citation XLS+ and Hawker series are in demand, reveals Vinod Singel, Founder & MD, AeroSource International Pvt Ltd. "These aircraft are available in the \$2.5 million to \$12 million price range. Interestingly, the demand for super-midsize aircraft is growing faster than for smaller categories. While existing business aircraft operators are adding aircraft to their fleet, new entrants—corporates with international travel requirements—are looking at larger, longer-range aircraft," he said.

TURN TO PAGE 5



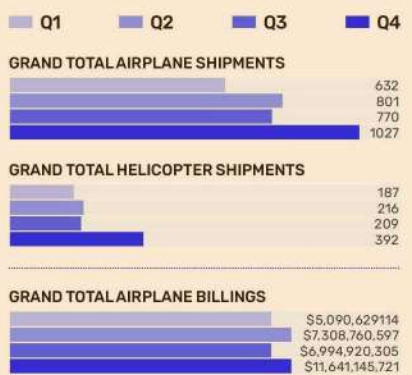
PASSENGER TRAFFIC

NON-SCHEDULED OPERATORS AND THEIR AIRCRAFT SINCE 2006



SOURCE: DGCA

AIRCRAFT SHIPMENTS WORLDWIDE



SOURCE: GAMA

FROM PAGE 1

There have also been significant first buys, including Dassault Falcon 6Xs and Gulfstream G700s.

There is also a growing charter market, with new operators acquiring aircraft such as the Legacy 600 and Legacy 650. They typically command prices of \$10 million and upwards, depending on their age and specification. Interestingly, their demand is not just in major metros but among companies and high-net-worth individuals (HNWIs) in other cities as well.

What is also heartening is that the government has recognised that business aviation is no longer a rich man's toy. It is being seen as a legitimate and productive mode of transportation for corporates, entrepreneurs and HNWIs. However, a distinction has to be made between private-use aircraft and charter/Non-scheduled Operator's Permit aircraft.



India is increasingly becoming a real growth market as departures are up 10.6% YoY and flight hours 7.8%, putting it 11th globally by departures.

HURDLES REMAIN

While taxes on charter/NSOP category are relatively reasonable, those on privately operated aircraft are significant, says Singel. Under the GST framework, private aircraft fall into the super-luxury category and attract 40% GST, which has made them more expensive, he says. "This is one of the reasons why there are very few private-category aircraft purchases in India today, except by a limited number of large corporates and HNWIs. A more rational tax structure for private

business aircraft could encourage fleet renewal and bring more aircraft into the Indian registry, while also generating additional employment."

Surprisingly, the war in West Asia and high oil prices have not weakened global business aviation demand, says Rebecca Francis, Analyst at AeroDynamic Advisory, an aerospace consulting firm in Michigan, US. "Middle East flying has been disrupted by airspace restrictions, but globally departures are still up 3.9% YoY and flight hours 4.4%, with the strongest growth in super-midsize, ultra-long-range and very light jets. Despite higher fuel costs, customers appear willing to absorb the added expense. The broader story remains one of resilient demand despite a volatile backdrop."

India is increasingly becoming a real growth market as departures are up 10.6% YoY and flight hours 7.8%, putting the country 11th glob-



ally by departures. The country's based-fleet also grew 11.9% to 188 aircraft in 2025, says Francis, with demand strong for both new and pre-owned aircraft. "However, the long delivery timelines are leading some buyers to turn to the pre-owned market. India added 23 pre-owned jets versus seven new deliveries in 2025. At the same time, new demand remains strongest at the top end, with long range jets accounting for 75% of Asia-Pacific new deliveries."

TIME GAP

While the growth is encouraging, several hurdles need to be addressed. These include the time taken for aircraft induction, import permissions, remittance of funds and crew licensing. Singel reveals, "Even today, it takes 3–6 months to operationalise an aircraft after it is imported. In a market where good-quality pre-owned aircraft are sold quickly, this can have a significant impact on buyers. For obtaining an in-principle approval for an aircraft import, the applicant is often required to provide the specific aircraft serial number. By the time the buyer completes the formalities, the aircraft may already be sold to another customer." A more practical approach would be for DGCA to grant approval based on the aircraft type and category, subject to the final aircraft meeting regulatory requirements.

India also has no dedicated business aviation airport as seen in mature international markets. There are, however, some airports that handle general aviation activity such as HAL Bangalore and Begumpet Hyderabad. "Unfortunately, these facilities do not have the level of Fixed Base Operator (FBO) infrastructure that one would ideally expect for modern business aviation," says Singel. Cities such as Delhi, Mumbai, Ahmedabad and Chennai have dedicated general aviation terminals.

As the market grows rapidly, the customer base too is getting more sophisticated and aircraft sizes are increasing. Therefore, regulatory processes and infrastructure should keep pace if India has to become a business aviation market with some heft.

The writer is a senior journalist.

A COMMERCIAL FEATURE

FVEN AS BUSINESS AVIATION in India goes from strength to strength with more corporates buying long-range jets, it has encountered a hiccup.

The Flight Duty Time Limitation (FDLT) for such crew somewhat limits expansion in this sector.

But business aviation operations differ from scheduled airline operations in terms of operational profile, risk exposure, crew utilisation and fatigue drivers. FDTL norms are largely airline-centric and do not adequately address the unique characteristics of business aviation, particularly ultra-long-range (ULR) point-to-point operations by modern business jets.

The Business Aircraft Operators Association (BAOA) now wants an extension in the above timings, along with adequate rest. Gp Capt RK Bali (retd), Managing Director, BAOA, said that more corporates were buying long-range jets which necessitated a different operational schedule which could entail longer flying hours.

He said that globally, aviation regulators, especially the Federal Aviation Administration (FAA) of the US, have adopted operation-specific and risk-based duty and rest frameworks for business aviation. These are distinct from airline regulations. "These frameworks explicitly recognise crew augmentation, approved in-flight rest, and operator-managed fatigue mitigation rather than prescriptive airline-style constraints," he said. "Fatigue management is done based on duration and zone of a company's usual operations. Every company will submit a proposal regarding fatigue management for above eight hours and two crew standard operations according to Civil Aviation Requirements."

The BAOA has urged the Directorate General of Civil Aviation (DGCA) to issue separate guidelines for FDTL in business aviation which are aligned with FAA best practices and International Civil Aviation Organisation fatigue management principles, while maintaining DGCA's commitment to flight safety. The Association has given a draft proposal to the DGCA and said that the flight duty period (FDP) extension can be permitted only with crew augmentation, plus approved rest and fatigue risk mitigation. The DGCA has constituted a committee to examine the proposals.

The proposals suggest that the guidelines apply to non-scheduled air transport operators (NSOPs), corporate/business jet operations, charter and private business aviation operations and ultra-long-range business jet operations.

The proposal explained that business aviation operations were characterised by single-sector, point-to-point flights, often intercontinental, low sector count per duty period (typically one sector), high cockpit automation, augmented crew operations for long flights, and smaller cabin configurations. Here, airline-style bunks are often impractical and there is no commercial passenger pressure or high-frequency rotations. So applying airline FDTL norms to such operations introduces operational rigidity without commensurate safety benefit, it added.

The proposals explained that the FAA distinguished business aviation from airline operations, allowed flexible FDP limits based on crew augmentation, recognised approved in-flight rest facilities, emphasised operator responsibility and permitted ultra-long-range operations with appropriate safeguards.

In a flip to pilots of business aviation, the proposal has said that the DGCA recognise the following as acceptable in-flight rest: Fully reclining or lie-flat seats, designated cabin rest zones, privacy curtains, controlled lighting and noise and manufacturer-certified or operator-approved configurations. Airline-style crew bunks shall not be mandatory for business aviation.

A full-page photograph capturing a dramatic scene at an airport during sunset. In the foreground, a pilot in a dark uniform and cap walks away from the camera, carrying a black briefcase. The wet pavement reflects the warm, golden light of the setting sun. In the background, a sleek, silver private jet is parked, its cabin door open and stairs extended. The sky is a mix of deep blues and vibrant oranges, with scattered clouds catching the low light. A distant airport control tower is visible on the horizon.

A portrait of a man with dark hair, wearing a dark suit jacket, a light-colored shirt, and a red and white striped tie. He is smiling slightly and looking towards the camera. The background is a blurred outdoor scene with greenery and a building.

ment a Fatigue Risk Management System, have duty and rest planning procedures, fatigue reporting and monitoring and DGCA oversight, audit, and corrective action.

SCIENTIFICALLY DESIGNED

"BAOA's request is not simply for longer hours, but for a separate, scientifically designed framework for business aviation, aligned with established international practices and supported by fatigue-risk management," he said.

Mehra explains that business aviation is fundamentally different from scheduled airline operations. Flights are on demand, itineraries can change at short notice, aircraft may reposition without passengers, and international missions may involve long sectors followed by several days of little or no flying. Applying a largely uniform framework can, therefore, create operational difficulties without necessarily improving safety.

"BAOA has requested a system that recognises these differences while keeping fatigue management and safety paramount. Regulations should

assess the total fatigue exposure rather than rely only on a single daily flying-hour limit. This should not be interpreted as seeking unrestricted or routinely longer flying hours for the pilots," he added.

ICAO recognises both prescriptive limits and scientifically based fatigue-risk management systems as valid approaches to managing fatigue. It is a fact, though, that while India has qualified pilots, there is a shortage of suitably experienced and type-rated pilots for certain categories of business aircraft. Mehra said that business aviation needs pilots with aircraft-specific ratings, international operating exposure and the flexibility required for on-demand operations. "As the sector grows, India will need a stronger pipeline of training, type-rating and retention," he said.



BAOA has given a proposal to the DGCA and said that the flight duty period extension of pilots can be permitted only with crew augmentation, rest and fatigue risk mitigation. The DGCA is examining it.

Hydrogen Fuel: The Future of Aviation?

Research has shown many pros for the gas in the aviation sector, including reducing carbon emissions during flight

The search for alternative aviation fuels has been going on for decades. The new-kid-on-the-block is hydrogen and numerous research projects are ongoing to see if hydrogen-powered aircraft can be the future of aviation. Liquid hydrogen offers high energy relative to its weight and produces no carbon emissions during flight, making it attractive for future regional aircraft. Several aerospace companies are already developing hydrogen-powered aircraft and propulsion systems.

It is estimated that global jet fuel demand will increase from just over 100 billion gallons in 2025 to 165 billion gallons by 2050. That makes it imperative to look for other fuel sources.

ALTERNATIVE FUELS

NASA has identified five alternative aviation fuels to meet the demand over the next 25 years. With the war in West Asia leading to surging oil prices, there is a need for alternative fuels which can replace Jet A and Jet A-1 fuel.

The National Laboratory of the Rockies (NLR) evaluated sustainable aviation fuel (SAF), liquid hydrogen, liquefied natural gas (LNG), liquefied ethane, and an experimental fuel called Jet X. The research, funded by NASA, sought to examine each fuel's production potential, technical readiness and infrastructure needs.

SAF, which is sourced from animal fat, cooking oil, and feedstock, is already being used in a blended form with conventional Jet A fuel at concentrations of up to 50% without the plane being modified. But high production costs have limited SAF use to just 1% of global aviation fuel use.

Coming to cryogenic fuels such as liquid hydrogen, LNG and liquefied ethane, if these have to be in liquid form for use in planes, they should remain in insulated tanks at very low temperatures. That means that airports would need new fueling systems and aircraft manufacturers would have to certify new designs.

CUT EMISSIONS

But a report published by Rolls-Royce, easyJet, Heathrow and University College London Air Transportation Systems Lab showed that hydrogen-powered aircraft could enable European and UK aviation to cut carbon emissions while supporting future growth. Along with SAF, it can accelerate progress towards net zero. In addition, hydrogen infrastructure in some 20 major European airports, which could become hydrogen hubs, can deliver more than 80% of the emissions benefits of full hydrogen availability.

In the UK, meanwhile, the Department for Transport will be giving a funding of £3.6m for the first round of a zero-emission flight demonstration competition. Four hydrogen aviation projects will receive grants for projects lasting up to two years from August onwards.

ZeroAvia, a leading developer of hydrogen fuel cell and electric propulsion systems for electric aircraft, was the biggest winner in the hydrogen sector, and got £2.1m for its HyPrime liquid hydrogen (LH2) airport refueling and infrastructure project. This was carried out in collaboration with UlemCo, GeoPura, and Bristol and Birmingham airports. Other winners include engineering and technology company Badgerworks which won £1.2m for developing cryogenic systems

for LH2-fuelled aircraft at airports and Urban Foresight which focused regional aviation across the Highlands and Islands of Scotland, while Equilibrion concentrated on LH2 infrastructure at Bristol Airport.

In addition, Rolls-Royce and easyJet completed the industry's first ground testing of hydrogen as an aviation fuel at NASA's Stennis Space Center in Mississippi. A modified Rolls-Royce Pearl 15 engine, used on business jet aircraft, reached full take-off power while running on 100% hydrogen. This was the result of a four-year programme involving both companies and other global partners, including Tata Consultancy Services.

The importance of this technology can be gauged from the fact that the world's first conference exclusively dedicated to hydrogen in aviation took place online on September 3, 2026. Global experts participated at this 7th International Hydrogen Aviation Conference.

In India, Green Aero, an IIT-Delhi incubated company, is building hydrogen-powered jet engines for drones, aircraft and ships. It has already test-fired a hydrogen-powered aero engine core called the Blue Dragon. It is possibly the first such core built in India.

PROS & CONS

The pros of using hydrogen as an aviation fuel are that it burns producing water vapour, not carbon dioxide. Hydrogen fuel cell technology generates electricity through an electrochemical reaction between hydrogen and oxygen, producing water vapour.



A study found that hydrogen along with SAF can accelerate progress towards net zero in aviation. Also, hydrogen infrastructure in some 20 European airports can deliver more than 80% of the emission benefits of full hydrogen availability.

Such technology would eliminate in-flight carbon dioxide and nitrogen oxide emissions, helping reduce climate impact.

Its cons are that it burns hotter and faster than kerosene, needs to be stored either very cold or under high pressure and takes up more volume for the same energy. There are, therefore, concerns over energy efficiency of hydrogen as a fuel, storage facilities for this gas and logistics at airports.

Meanwhile, Airbus and MTU Aero Engines will develop a fully electric hydrogen fuel cell engine for commercial aviation. The venture will aim to accelerate the design, development, testing and certification of such a cell. Following approvals, the company is expected to begin operations in 2027.

With fuel becoming a source of constant friction among countries, hydrogen could just be the gas of the future.



Gulfstream Continues to Fly High in India

With the certification of G700 by the Directorate General of Civil Aviation, Gulfstream has made a mark in India

Gulfstream is going great guns in India. With the certification of Gulfstream G700 by the Director General of Civil Aviation in February 2026, its stable in India has risen to three types, including Gulfstream G600 and Gulfstream G500, whose certifications were received last year. With the G700's certification, customer deliveries can begin in India.

Mark Burns, president, Gulfstream, reportedly said: "We are seeing strong momentum in India as interest in our next-generation aircraft continues to grow. The advanced technology and safety features of our visionary fleet, combined with outstanding range, speed and cabin environment, are major differentiators for customers. The G700 in particular offers a transformative advantage with its globe-spanning range and the most spacious cabin in the industry. We look forward to continued growth of the Gulfstream fleet for customers throughout India and around the world."

With more than 90 city-pair speed records to date, the G700 can fly 7,750 nautical miles at Mach 0.85 or 6,650 nm at Mach 0.90 and link New Delhi to New York at Mach 0.87 or Mumbai to London at Mach 0.90.

EXCEPTIONAL FEATURES

The G700 also offers the most spacious cabin in business aviation, delivering exceptional flexibility and a high degree of customization. The aircraft features the signature Gulfstream Cabin Experience with 100% fresh air, abundant natural light from 20 Gulfstream Panoramic Oval Windows and the industry's lowest cabin altitudes at the highest elevations. Customers can select from a range of advanced interior options—high speed internet connectivity packages, an ultra-high definition circadian lighting system, a galley with more than 10 feet of counter space



or a grand suite featuring a fixed bed and shower.

The award-winning G500 and G600 — which debuted Gulfstream's next-generation Symmetry Flight Deck featuring the industry's first active control sidesticks and most extensive use of touch-screen technology — continue to see exceptional demand and utilization around the world with more than 370 aircraft in service and over 150 city-pair speed records, combined.

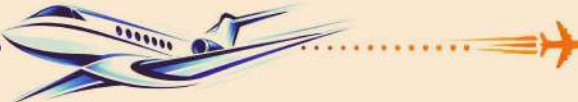
STRONG TRENDS

On the business side, Gulfstream Aerospace and its sister company, Jet Aviation, in June experienced their strongest first six months for orders since 2022. This was revealed by Phebe Novakovic, chairman and CEO of parent company General Dynamics (GD), during a second-quarter investor call. In total, GD's aerospace division (composed of the two business avia-

tion companies) saw revenue soar 15.1% year over year in the second quarter, to \$3.525 billion, with profit rising 26.6%, to \$510 million. In the first half, these totaled \$6.8 billion and \$1 billion respectively, driven by more aircraft deliveries and services income. As a result, Novakovic upgraded the division's 2026 outlook to \$13.8 billion in revenue.

In the quarter, Gulfstream delivered 41 jets (six super-midsize G280s and 35 large-cabins) versus 38 (six G280s, 32 large-cabins) a year ago. That brought its first-half total to 79 shipments (13 G280s, 66 large-cabins), up from 74 (12 G280s, 62 large-cabins) last year.

Aerospace backlog is now \$25.15 billion, nearly \$2 billion higher than at the end of the first quarter and more than \$4 billion higher since December 31. Novakovic noted higher sales in Asia and North America.



The G700 offers the most spacious cabin in business aviation, delivering exceptional flexibility and a high degree of customization. It features the Gulfstream Cabin Experience with 100% fresh air and abundant natural light.

See the Action and Meet Biz Aviation’s Innovators and Icons

The NBAA-BACE in Las Vegas will showcase all advanced aircraft and game-changing solutions

THE WORLD’S MOST POWERFUL business aviation event begins in October with an extraordinary line up of aircraft and exhibitors, fresh voices, aerospace legends and transformative new experiences. Momentum is surging for the 2026 NBAA-BACE, building from a record-setting line-up of events to the one week when the industry’s visionaries, investors and innovators convene and connect to define what’s next.

The 2026 NBAA Business Aviation Convention & Exhibition (NBAA-BACE) is coming to the Las Vegas Convention Center and Henderson Executive Airport (HND) from October 20-22.

“In business aviation, we’re not waiting for the future, we’re building it. If you want to be part of the future of this industry, you have to be part of NBAA-BACE,” said NBAA President and CEO Ed Bolen. “The industry is moving at Mach speed, and there’s only one place where you’ll be at the center of all the advanced aircraft and game-changing solutions, pushing the boundaries of what’s possible.”

ADVANCED AIRCRAFT

Major manufacturers are bringing their latest aircraft to this event. This year’s line-up includes models from Aviat, Boeing Business Jets, Bombardier, Cirrus Aircraft, Daher, Dassault, Epic, Gulfstream Aerospace, Honda Aircraft, Piaggio Aero, Pilatus, Piper, Robinson Helicopter, SyberJet and Textron Aviation. These are on display both at the Aircraft Connection at the airport and the show floor at the convention center.

The exhibit hall will be filled with business aviation’s most cutting-edge technologies, including avionics, interiors, engines, ground-handling equipment and more. On the floor, attendees will have an opportunity to explore the latest from the industry’s top brands and entrepreneurial startups.

HORIZON STAGE

The all-new Horizon Stage will bring the convention’s headline speakers and biggest moments right onto the show floor, giving everyone direct access to business aviation’s leading innovators and icons alike, without leaving the action. The Horizon Stage will debut as business aviation’s pre-eminent venue for the people and ideas driving the industry forward.

Alongside fresh voices looking to the future of air travel, the Horizon Stage will host aerospace legends, including industry pioneer Steven F. Udvar-Hazy, recipient of this year’s NBAA Meritorious Service to Aviation Award; accomplished aviator and global business leader Ross Perot

Jr. and other notable figures.

Returning to the show floor, the highly popular Flight Deck will host a series of fully interactive discussions throughout NBAA-BACE on the top technological, regulatory, marketplace and workforce issues shaping business aviation.

Conversations on these and other topics will continue throughout the convention week, with dedicated programming focused on the latest safety and tax concerns for business aviation. There will also be a curated roster of more than 70 education sessions that customize learning opportunities for every professional role and discipline across the industry.

NEW EXPERIENCE

The NBAA-BACE will also have a dedicated time for networking and doing business on the show floor, along with several other transformative experiences. These include:

Maintenance Track: This specialized three-day track is tailored for aircraft maintainers, technicians and operations directors, where eligible technicians can earn Inspection Authorization renewal credit. This year’s expanded maintenance track includes the Gulfstream Operator Forum, with dedicated maintenance and operations programming for professionals who oper-



The Horizon Stage will host aerospace legends such as industry pioneer Steven F. Udvar-Hazy, recipient of this year’s NBAA Meritorious Service to Aviation Award; accomplished aviator and global business leader Ross Perot Jr. and other notable figures.

ate Gulfstream aircraft.

Career Zone: With more resources than ever, this immersive venue at NBAA-BACE will offer a non-stop program of one-on-one career coaching, group discussions, scholarship and resume audits, headshots and workshops focused on LinkedIn strategies for getting hired.





FUSING FIGHTER TECH AND COMFORT

Dassault's Falcon 10X is a game changer jet that combines HOTAS, a fighter-inspired design, with the largest cabin in business aviation

AN AIRCRAFT'S FIRST flight is as much a milestone as a messaging opportunity. The message of the first flight of the Falcon 10X on June 19, 2026, is that Dassault had upped the ante on comfort and technology when it comes to ultra-long-range jets.

The 10X is a 100% new jet, developed to offer new capabilities to long-range travelers. It has the largest cabin of any purpose business jet, intended to make 15-hour flights not mere interludes between departure and destination, but a place where life carries on as at home or in the office.

WIDER CABIN

The 10X cabin is eight inches wider than competitors and six inches taller. But, according to Dassault, that hardly conveys the very different experience which the added space provides, nor the complexity of delivering this step change in capability.

Dassault's challenge was to design an aircraft that provides much more comfort without sacrificing speed or range. The 10X takes you places at Mach 0.925 and up to 7,500 nm. That is Hong Kong to New York non-stop capability.

"We could have flown farther but only with a smaller 'me-too' cabin, matching competitors," according to Carlos Brana, EVP Civil Aviation. "That was not a satisfactory solution for us. As range and flight durations increase, what you really want is the most comfortable environment possible. You want to eliminate the perception you are trapped in a tube, no matter how well appointed."

Here are the twin challenges with a bigger cabin: weight and drag. More structure generally equals more weight. A greater cabin diameter equates to more "wetted area", a source of friction drag as air flows around the fuselage.

NEW FUSELAGE DESIGN

Starting with the fuselage, engineers crafted an innovative nose shape that promotes drag-reducing laminar flow all the way back to the cabin door.

Next, they abandoned the three-engine layout that's been a hallmark of top-line Falcon jets for half a century. The trijet configuration was ultra-efficient for aircraft optimized for long-range cruise at .80 Mach, the standard for a generation of business jets. But at higher speeds, computer models showed that fitting the aircraft

with two turbofans, rather than three, would make it more slippery at speeds between .85 Mach to .925 Mach.

COMPOSITE WING

Higher speeds required a new wing. It would be remarkably thin from top to bottom, plus it would have a high aspect ratio (the measure of length to width) to minimize induced drag, the drag created as a wing produces lift. At this size, the need for structural stiffness and strict weight limitations ruled out using aluminum. The only feasible alternative was carbon fiber wing construction, a first for business aviation.

The lighter weight composite wing (saving more than 900 pounds) would have a ripple effect on the rest of the aircraft as weight savings allowed the use of lighter weight landing gear,



Dassault's ultra-long-range Falcon 10X marries fighter-jet aerodynamics and composite wings with an expansive, customisable cabin designed for high-speed, up to 15-hour travel.

brakes and engines, among other components. And the lean wing weight was key to making the aircraft fuel efficient in spite of its size.

A third aerodynamic design breakthrough was the development of an intricately curved, wing-to-body fairing that harmonizes high-speed airflows from nose to tail.

FLEXIBLE DESIGN

The first thing to know about the 10X cabin is the interior design flexibility, with dozens of possible floorplans. It's generally designed for three or four cabin zones, but these need not be uniform. Some can be longer—for an extended aft cabin or dining area.

Some can be small and intimate for a cozy home theater.

It's the first long-range jet with a true 60-inch queen size bed (no corners cut off for access to the lav.) If you opt for a longer stateroom, you can enjoy a true stand-up shower.

You can dine as if at home. No guests are crammed into a corner up against a sidewall, unable to exit the dining table. There is space between seats to allow individual entry and exit. The galley section includes a comfortable and legal crew rest area. You might not want to stop en-route to pick up a fresh crew, so a third crew member has this space to meet all requirements for the longest flights.

COMFORT ZONE

The seats are elegant, not bulky. Armrests are thinner than you might see elsewhere. From an ergonomic standpoint, you're more likely to rest your elbows on the part of the armrest closest to the seatback. You don't need heavy space consuming armrests, as Dassault interior designers see it.

But you do need space. The forward club chairs are 22 inches, versus a standard 20-inch seat, with lots of aisle room left over. Each seat has its own swing-out table. It's easier to push your laptop or meal setting out of the way without inconveniencing a passenger opposite you.

Windows are almost 50% larger than those on the Falcon 8X. Thirty-eight windows line the fuselage for the most window area and the brightest cabin in business aviation.

FIGHTER PHILOSOPHY

The 10X NeXus flight deck could well be the subject of another story. It incorporates new fighter-derived features: an advanced Head-Up Display for better situational awareness; a Smart Throttle—one lever controlling both engines; an automatic recover mode in the advent of spatial disorientation; a windshear escape mode and a soft go-around mode, which is easier for pilots and more comfortable for passengers.

The acronym for the fighter inspired design is HOTAS: hands on throttle and stick. It's the way fighter pilots maneuver—always eyes out, not down looking at internal flight displays and pushing buttons. It's a safer way to fly.

Dassault CEO Eric Trappier calls the 10X "a game changer", a much-used phrase. But in the world of high-end corporate travel, Dassault may have indeed changed the rules.

Larger, Faster, Smoother: The Asian Biz Jet Market

A global survey by Airbus has found that the demand for larger business aircraft in Asia is set to rise

New research has revealed growing confidence in the Asian business aviation market, with industry professionals forecasting increasing demand for business jets over the remainder of the decade, particularly in the large cabin segment.

Commissioned by Airbus Corporate Jets (ACJ), this global survey of business aviation financiers and brokers across Asia found 85% of respondents expect purchases of large business jets to increase between now and 2030. This includes 30% who believe the demand will increase dramatically.

UPGRADING JETS

Sixty percent expect the demand for large and midsize business jets will continue growing faster than other business aviation categories till 2030.

In addition, aircraft owners are expected to continue upgrading into larger models. Over half (56%) of respondents say at least a quarter of the aircraft they are involved in selling or financing represent upgrades into larger aircraft categories, a figure

expected to climb to 89% by 2030.

The research identifies the key reasons behind these purchasing decisions. Nearly half (45%) of respondents say buyers place equal importance on increased range and larger cabin space, while 28% identify cabin comfort, passenger capacity and aircraft customization as the most important considerations. A further 27% believe range and mission flexibility are now the primary purchasing drivers.



Economic performance is also playing a growing role in purchasing decisions. Respondents identified revenue opportunities through chartering as the most important commercial factor influencing buyers, followed by residual value and purchasing price.

Looking beyond acquisition, 40% believe operating costs remain the most underestimated factor during the purchasing process, while 25% point to residual value.

Confidence in the financial outlook for larger aircraft also remains strong. Nearly two-thirds (67%) believe financing large business jets will become easier compared to smaller aircraft over the coming years, while 75% expect fleet modernization through newer and more efficient aircraft to continue accelerating over the next five years.

CONFIDENCE IN ASIA

Chadi Saade, President of Airbus



Corporate Jets, said: "The business aviation market in Asia continues to demonstrate remarkable confidence and the actual increase of ACJs in service in Asia is a testimony of this growth. Buyers are increasingly looking for aircraft that deliver long-range capability, greater flexibility and a premium onboard experience, while also offering strong long-term economic performance.

"Purchasing decisions today are far more strategic, with customers considering operating costs, financing, charter revenue opportunities and residual value alongside traditional measures such as cabin size and range.

The trend towards larger, more capable aircraft reflects the increasingly global nature of business. Operators want aircraft capable of flying longer missions while providing passengers with the space and comfort expected of a modern business jet."

AIRBUS JETS

ACJ offers the world's most modern and comprehensive range of corporate

jets, from the ACJ TwoTwenty and ACJ320neo to widebodies such as the ACJ330neo and ACJ350.

The ACJ TwoTwenty is carving out a whole new market segment – the Xtra Large Bizjet. It offers twice the cabin space compared to similarly priced ULR business jets with market-leading fuel efficiency and unrivaled reliability. It occupies the same parking footprint as competitive ULR jets and can take off from the same airports, but its operating costs are one-third less.

With a range of up to 5,650 nm (more than 12 flight hours), the ACJ TwoTwenty can meet the requirements of 98.6% of all Asia departures, connecting city pairs such as Hong Kong to Anchorage, Singapore to Auckland and Jakarta to Istanbul.

As with all ACJ aircraft, the ACJ TwoTwenty is capable of flying with up to a 50% blend of kerosene and sustainable aviation fuel while keeping to the technical specifications of Jet A. This capability will play an important role in the sector's decarbonization journey.

Farewell to EBACE: A Warm Legacy in Aviation

As the market evolved and events became competitive, EBACE couldn't keep up, leading to its cancellation this year

The annual European Business Aviation Convention & Exhibition (EBACE) was always a huge draw for aviation stakeholders. Created as a platform for the industry and by the industry, it served as a meeting point for the European business aviation community to meet, do business, showcase its value and innovation and come together as a sector.

However, in recent years, it did not generate the momentum needed for the European Business Aviation Association (EBAA). This led to its decision to cancel EBACE26, scheduled to take place in Geneva from June 2-4, 2026. This will also allow the Association to step up its work on shaping the initiatives, platforms and forms of engagement that best meet the needs of its members and those of Europe's business aviation community.

EBAA exists to support and strengthen business aviation in Europe. As a trade association, its mission is to promote responsible and sustainable growth in this sector, improve connectivity and create opportunities on behalf of its members.

RESHAPING EBACE

In recent years, EBAA has taken deliberate steps to reshape EBACE in response to market expectations and direct industry feedback. The 2025 edition marked the first visible phase of that effort, with a renewed focus on the event's B2B value, stronger emphasis on networking opportunities, introduction of dedicated networking zones, a new brand identity, and a clearer focus on delivering value for both exhibitors and attendees.

Over time, market dynamics evolved, participation models shifted and the event landscape became more competitive. Expectations from exhibitors, attendees and partners



also changed, requiring the event to adapt in its format, value proposition and positioning. For the 2026 edition, EBAA introduced changes to renew the event. These included the return of the static display in a reimagined format, a stronger focus on operators, new networking opportunities including an operator lounge, and a cost structure designed to better reflect exhibitor and attendee expectations. However, this did not help and EBACE26 format did not generate much excitement, leading to its eventual demise.

DIFFICULT DECISION

Commenting on the decision, Stefan Benz, CEO, EBAA, said: "This is a difficult decision, and one we have not taken lightly. We know it will cause disappointment for exhibitors, partners and participants who had committed to this year's event and placed their trust in it. However, we believe this is the most responsible course of action. It is also the right decision to help minimize further impact on those who had already committed to

the event, and it reflects the transparency and seriousness with which we must act towards our members and the wider market."

Juergen Wiese, EBAA Chairman added: "EBAA was founded to serve Europe's business aviation community, and that purpose remains unchanged. Our mission is to represent this industry on behalf of our members, advocate for them, and help create the conditions in which they can continue to sustainably operate their businesses across Europe. EBACE has historically been an important enabler in support of that mission, but the format must respond to what the market and our members genuinely need. Together with our members, we will continue to shape the right platforms and approaches to support the industry in the years ahead."

This is important at a time when business aviation is buffeted by various pressures—political, regulatory and reputational. For now, the baton for European aviation has passed on to EBAA.



Despite EBAA introducing changes to renew EBACE26, including the return of the static display in a reimagined format, a stronger focus on operators and new networking, the die has been cast.

Corporate Communications Directorate

DAINIK JAGRAN

DELHI

8 OCTOBER 2026

नोएडा-लखनऊ उड़ान चार घंटे लेट, यात्रियों का हंगामा

जगरण संवाददाता, जेवर : नोएडा एयरपोर्ट से बुधवार को लखनऊ जाने वाली इंडिगो की फ्लाइट संख्या 6ई 7628 के समय पर रवाना नहीं होने से यात्रियों का सन्न टूट गया। यात्रियों ने एयरपोर्ट पर हंगामा किया। घटना से जुड़ा एक वीडियो इंटरनेट मीडिया पर प्रसारित हो रहा है, जिसमें महिला यात्री इंडिगो एयरलाइन के अफसरों को खरी-खोटी सुनाती नजर आ रही है।

नोएडा एयरपोर्ट से लखनऊ के लिए उड़ान का निर्धारित प्रस्थान समय दोपहर 3:05 बजे था। यात्रियों के अनुसार, विमान में बैठने के बाद करीब दस घंटे तक उन्हें उड़ान का इंतजार करना पड़ा। लंबे समय तक विमान में बैठे रहने से यात्री परेशान हो गए। आरोप है कि इस दौरान उन्हें तकनीकी खराबी या अन्य बजह की कोई जानकारी नहीं दी गई। इसके बाद कई यात्री विमान से नीचे उतर आए और एयरपोर्ट परिसर में जमीन पर बैठकर विरोध जताने लगे। महिला यात्रियों ने आरोप लगाया कि लंबे इंतजार और असुविधा के दौरान उसकी तबीयत बिगड़ गई और वे बेहोश तक हो



लखनऊ की उड़ान चार घंटे लेट होने पर हंगामा करते यात्री और उन्हें समझाने का प्रयास करते इंडिगो के अधिकारी •

गई। यात्रियों ने एयरलाइन कर्मचारियों से कहा कि उन्हें समय पर स्थिति की जानकारी देने के साथ आवश्यक सुविधाएं भी उपलब्ध कराई जानी चाहिए थीं।



Corporate Communications Directorate

DAINIK JAGRAN

DELHI

8 OCTOBER 2026

इंडिगो के विमान का अगला हिस्सा क्षतिग्रस्त, बिजली गिरने की आशंका

जगरण संवाददाता, लखनऊ : खराब मौसम के बीच बुधवार को पटना से लखनऊ आ रही इंडिगो की फ्लाइट संख्या 6ई925 आकाशीय बिजली की चपेट में आ गई। हालांकि, इसकी अभी आधिकारिक तौर पर पुष्टि नहीं हुई है। बताया जा रहा है कि घटना करीब 17 हजार फीट की ऊंचाई पर हुई। बड़े हिट की भी संभावना जताई जा रही है, जिससे विमान के अगले हिस्से में क्षति पहुंची। इस कारण विमान में सवार यात्रियों में कुछ देर के लिए दहशत

17 हजार फीट की ऊंचाई पर हुई घटना, पायलट ने कराई सुरक्षित लैंडिंग, अधिकारियों ने कहा-जांच के बाद होगी वज्रपात की पुष्टि

की स्थिति बन गई। हालांकि पायलट ने सूझबूझ से स्थिति को नियंत्रित किया और विमान को सुरक्षित लखनऊ एयरपोर्ट पर उतार लिया। इसमें 104 यात्री सवार थे। एयरपोर्ट प्रबंधन ने स्पष्ट किया है कि यह इमरजेंसी लैंडिंग नहीं थी।

विमान ने सामान्य रूप से लैंडिंग की। आगे की सर्विस को निरस्त कर दिया गया है।

पटना से उड़ान भरने के बाद विमान लखनऊ की ओर बढ़ रहा था। इसी दौरान रास्ते में मौसम अचानक खराब हो गया और विमान वज्रपात की चपेट में आ गया। घटना के बाद पायलट ने तत्काल स्थिति का आकलन किया और विमान को लखनऊ ले जाने का निर्णय लिया। सुरक्षित लैंडिंग के बाद यात्रियों ने राहत की सांस ली।



लखनऊ एयरपोर्ट पर इंडिगो फ्लाइट 6ई925 की लैंडिंग



Corporate Communications Directorate

THE FINANCIAL EXPRESS

DELHI

8 OCTOBER 2026

Air India, Singapore Airlines expand ties

AKBAR MERCHANT
Mumbai, October 7

AIR INDIA AND Singapore Airlines (SIA) will expand their partnership from October 15 under the Commercial Cooperation Framework Agreement signed by the two airlines in January this year.

In the first phase, the expanded arrangement will cover 126 weekly flights between Singapore and eight Indian cities — Ahmedabad, Bengaluru, Chennai, Delhi, Hyderabad, Kochi, Kolkata and Mumbai.

Currently, an Air India-operated codeshare flight booked through SIA must be combined with an SIA-operated flight, and vice versa. From October 15, this requirement will be removed, allowing customers to book eligible flights operated by either airline on a standalone basis through the other carrier's booking channels.

The move is expected to provide passengers greater flexibility in choosing flights and itineraries between the two countries.

आकाशीय बिजली गिरने या चिड़िया टकराने को माना जा रहा कारण, जांच शुरू आसमान में अटकी सांस, पटना से आ रही फ्लाइट का नोज क्षतिग्रस्त

हड़कंप

लखनऊ, मुख्य संवाददाता। पटना से आ रही फ्लाइट आसमान में किसी चीज से टकराई और तेज झटका लगा। बुधवार की शाम लखनऊ आई इंडिगो के विमान का उतरने के बाद जांच में नोज क्षतिग्रस्त मिला। टक्कर बादलों के बीच बर्फ के टुकड़ों से हुई या चिड़िया से, इसकी जांच शुरू हो गई है।

विमान की नोज यानी अगला हिस्सा आगे से पिचक गया है। ऐसा लग रहा है मानो किसी बड़ी चीज से टक्कर हुई हो। इंडिगो ने तुरंत इसकी सूचना डीजीसीए को देते हुए विमान को ग्राउंड कर दिया। इस विमान को वहां से अहमदाबाद के लिए उड़ान भरनी थी। एयरलाइंस ने यात्रियों को फ्लाइट निरस्त होने की सूचना देते हुए दूसरी उड़ान से जाने या रिफंड कराने का विकल्प दिया।

सूत्रों के अनुसार इंडिगो की उड़ान (6ई-925) पटना से लखनऊ के लिए रवाना हुई थी। इस उड़ान को यहां से अहमदाबाद के लिए रवाना होना था।



शुरुआती रिपोर्ट के अनुसार पायलट ने एटीसी को बताया कि नीचे उतरते हुए करीब 17 हजार फुट की ऊंचाई पर बादलों के बीच कुछ हुआ। विमान को झटका लगने की भी बात सामने आ रही है। कुछ कू सदस्यों ने बिजली गिरने की बात कही है लेकिन इसकी आशंका

17
हजार फुट की ऊंचाई पर बादलों के झटका लगने की भी बात सामने आई है

लखनऊ में बुधवार इंडिगो के विमान उतरने के बाद क्षतिग्रस्त नोज की जांच शुरू की गई।

बेहद कम है। इंडिगो के ही एक अन्य पायलट के अनुसार विमान का बाहरी ढांचा इसको ध्यान में रखते हुए बनाया जाता है। बिजली गिरती है, तो करंट विमान के अंदर जाने के बजाय बाहरी स्किन (सतह) से होते हुए पंखों या टेल के रास्ते हवा में वापस निकल जाता है।

लेट पहुंचा विमान, पायलट ने इयूटी से किया इनकार

बाबतपुर। शारजाह से वाराणसी आने वाला एयर इंडिया एक्सप्रेस का विमान बुधवार को 4-10 घंटे लेट सुबह 10:30 बजे बाबतपुर एयरपोर्ट पहुंचा। इस विमान को वापस दिल्ली जाना था, लेकिन पायलट ने इयूटी खत्म होने का हवाला देकर फ्लाइट उड़ाने से इनकार कर दिया। इंडिगो दिल्ली के विमान से दूसरा पायलट आया। इसके बाद लगभग 5 घंटे की देरी से यह विमान दिल्ली गया। बाबतपुर एयरपोर्ट पर बुधवार सुबह 6:20 बजे शारजाह से आने वाले एयर इंडिया एक्सप्रेस का आईएक्स 184 विमान में 186 यात्री सवार थे।

बाल-बाल बचे 170 यात्री : उतरने के बाद विमान की जांच की गई तो अगला हिस्सा पिचका मिला। पटना से लखनऊ आ रही फ्लाइट में 170 यात्री सवार थे। लखनऊ में उतरने के बाद तकनीकी टीम ने विमान की जांच शुरू की।



Corporate Communications Directorate

THE HINDUSTAN TIMES

DELHI

8 OCTOBER 2026

{ **MY INDIA** } GROUNDED FOR INSPECTION

IndiGo aircraft lands in Lucknow with dented nose



An IndiGo flight from Patna to Lucknow sustained damage to its nose section after a suspected "mid-air impact" during descent at about 17,000 feet, officials aware of the matter said on Wednesday. The cause of the impact was not established till the time of going to print, with hailstones, ice chunks, a bird strike and lightning among the possibilities being examined, the officials added. Flight 6E925 landed normally at Lucknow airport around 4.05pm with 104 passengers and six crew members. The damage was noticed after landing, following which the aircraft was grounded for an inspection. The plane was scheduled to fly to Ahmedabad but the flight was cancelled. Officials said initial reports indicated that the pilot informed ATC about an incident during descent, adding that the aircraft also experienced "a strong jolt".

HTC

Corporate Communications Directorate

MILLENNIUM POST

KOLKATA

7 OCTOBER 2026

Govt considering to revive ATF price stabilisation fund for airlines

OUR CORRESPONDENT

New Delhi, October 6

Amid rising jet fuel prices, the government is considering whether to revive the price stabilisation fund and is also in discussions with airlines as well as oil marketing companies on the high ATF costs.

Aviation Turbine Fuel (ATF) accounts for around 40 per cent of an airline's operational expenses, and with the continuing West Asia turmoil, fuel prices have been on the rise.

"One of the most important things is how the West Asia crisis is putting a big burden on ATF prices. We are in discussions with airlines and OMCs (Oil Marketing Companies)," Civil Aviation Minister K Ram-mohan Naidu said on the sidelines of a conference in the national capital on Tuesday.

The government is considering whether to have the price stabilisation fund for the ATF, according to a senior official. Specific details could not be immediately ascertained.

In June, the Union Cabinet cleared a one-time budgetary support not exceeding Rs 10,000 crore for Oil Marketing Companies (OMCs) to provide



ATF price stabilisation in order to provide support for domestic airlines.

However, airlines were not keen on availing the fund, which has lapsed now.

On Monday, the country's largest airline IndiGo announced a hike in fuel surcharge for domestic and international flights in the wake of rising jet fuel prices. IndiGo had said ATF prices have remained volatile in recent months, especially following the geopolitical situation in the Middle East.

According to the airline, the continuous rise in fuel prices, with the latest month-on-month increase exceeding 14 per cent, has taken ATF costs to levels that are amongst the highest in the last decade.

Last month, the Federation of Indian Airlines (FIA) has sought a review of the existing jet fuel pricing formula, saying that domestic ATF should be priced on the actual cost of fuel plus

a reasonable margin rather than international benchmark pricing.

FIA represents Air India, IndiGo and SpiceJet.

The unprecedented increase in fuel costs, compounded by geopolitical disruptions and rupee depreciation, is placing significant pressure on airline cash flows and viability, it had said in a letter to the civil aviation ministry.

Further, the civil aviation minister expressed hope that India will have its first indigenous civilian aircraft within two years through a joint venture, highlighting the sector's growing potential.

Airlines have more than 1,600 aircraft on order, estimated at about \$100 billion, while over 100 new airports are expected in the next 10 years. India currently has 165 airports and domestic airlines operate around 850 aircraft.

Naidu said Boeing and Airbus currently source components and services worth around \$4 billion from India, expected to reach \$10 billion by the decade-end. He also said India could manufacture jet engines, though it would be time-consuming, and has potential to export Sustainable Aviation Fuel (SAF).

Corporate Communications Directorate

THE PIONEER

DELHI

8 OCTOBER 2026

When disaster was averted: Lessons from a near-catastrophe in the sky

The story of Flight FZ1073 provides us with a lesson that goes far beyond the aviation industry. Regardless of whether there is an emergency in an aircraft or a natural disaster zone, the basic philosophy will remain the same: A safe system is not one in which nothing ever goes wrong; it is one in which a failure does not automatically become a disaster



SATENDRA SINGH

The Fyrdubai FZ1073 episode is easy to remember as one man's act of nerve. Reportedly, Indian Captain Smit Machchhar was attacked in the cockpit by his co-pilot on a Dubai-Tel Aviv flight carrying more than 170 people. The aircraft is said to have dropped sharply before control was regained. Injured, the captain still managed to open the cockpit door so that others could step in. Passengers and crew restrained the attacker, two off-duty pilots on board helped manage the emergency, and the aircraft landed safely at Tabuk in Saudi Arabia.

Investigators will establish causes in due course, and judgment should wait for them. Captain Machchhar's courage and composure deserve recognition. But the episode also underlines something larger. Even in an age of advanced navigation, communication and air traffic control, safety still rests on people: their judgement, health, training, coordination and ability to function under extreme stress.

From prevention to resilience

Traditional disaster management leaned heavily on prevention and response. Modern thinking adds a third idea, resilience: the ability of a system to absorb a shock, keep functioning and recover quickly. A resilient system does not assume that nothing will go wrong. It assumes something eventually will, and layers its defences so that one failure does not become a catastrophe.

FZ1073 shows this vividly. An injured captain kept acting, the cockpit door was opened, crew and passengers intervened, trained pilots happened to be aboard, and the aircraft reached the ground intact. Several human and institutional safeguards worked at once. Aviation already builds redundancy into its hardware, communication channels and navigation. The same logic must now extend to the human side of safety.

Heroism cannot be scheduled

Courage cannot be rostered. Preparation can. Training today covers engine failure, fire, depressurisation and bad weather. It should also stretch to rarer but dangerous scenarios: an incapacitated pilot, disturbance inside the cockpit, deliberate interference, communication breakdowns, cyber disruption, or several medical and security emergencies at once. Such events may be remote, but rehearsal means the response, if one arrives, flows from protocol rather than improvisation.

The human factor

Aviation security has long focused on keeping unauthorised people away from the cockpit. A harder question arises when the risk sits with someone authorised to be there. This is no argument for distrusting aviation professionals. It recognises that a person's circumstances change across a career.

Screening and background checks matter, but they capture only a moment in time. Personal difficulties, work-place pressure, psychological strain, money worries, family troubles or visible changes in behaviour can surface years later. Safety-critical industries therefore need confidential support systems: peer networks, professional counselling, and trusted channels for raising concerns about a colleague. Employees must be able to seek help without fearing for their careers. The goal is early identification, care and prevention, not surveillance, stigma or punishment.

Cabin crew deserve attention too. Beyond passenger comfort, they are central to emergency safety, and their ability to communicate, keep order, spot vulnerable passengers and assist the flight deck can prove decisive. Joint exercises involving pilots, cabin crew and ground staff would help them prepare for the unusual.

The presence of off-duty pilots among the passengers also raises the question of human redundancy. Without presuming what regulators should decide, airlines and authorities could study whether qualified travelling personnel might be called upon under strict emergency protocols. That would demand reliable identification, security safeguards, a clear command structure and regulatory approval. The principle is familiar from disaster management: no critical system should depend on a single layer of expertise that can suddenly vanish.

A close call is a warning, not merely a lucky escape.



Societies usually learn the hard way: an accident, death, an inquiry, recommendations, then a warning that risk culture learns before lives are lost. FZ1073 should therefore be examined calmly and without hasty conclusions. The investigation must first establish what happened and why. Beyond assigning responsibility, a wider review should ask what worked and what failed, which safeguards were deliberately designed and which depended on individuals, whether there were warning signs, and whether slightly different circumstances would have produced a different ending.

This matters all the more as Indian aviation expands. Millions of Indians now fly for business, tourism, work and international connections. India has regulatory, security and emergency response arrangements in place, but growth demands that risk management keep pace. These arrangements could be woven together under a broader approach of aviation disaster risk reduction. That means regulators, airlines, airports, air traffic management, security agencies, disaster management authorities, emergency health services, police, fire services and local administrations functioning as parts of one emergency system. This does not call for a new layer of bureaucracy, only better coordination of what already exists.

Joint exercises are the means. They should go beyond technical failures to uncertain, layered events: a human emergency combined with a medical problem, communication failure, bad weather or a diversion. Readiness is measured not by performance in normal conditions, but by how well people cope when several things go wrong together.

The incident is also a reminder that passengers can become part of the response. After earthquakes, floods, fires, building collapses and transport accidents, the first helpers are usually ordinary people who happened to be nearby. Aviation is no different. Passengers cannot be expected to perform professional roles, but awareness, discipline, cooperation and compliance with instructions make a real difference. Informed passengers are likelier to stay calm and support an orderly evacuation or response. Prepared communities are resilient communities, and passenger awareness deserves recognition as a small but meaningful part of aviation safety.

A real tribute to Captain Machchhar

Captain Machchhar's conduct will rightly be remembered as courage. Yet remembering only a brave pilot risks missing the deeper lesson. The episode shows both how quickly a sophisticated system can slide towards disaster and how layered safeguards can stop it. Risk can never be eliminated, only reduced in effect. No safety system is foolproof, but a resilient one places enough buffers between a failure and a catastrophe. That is the essence of disaster risk reduction.

The sector should ask how pilots and cabin crew can be better supported, how emerging behavioural risks can be detected earlier while respecting privacy and dignity, how unconventional emergencies can enter training, how human redundancy can be strengthened, how near-misses can be learned from systematically, and how agencies can cooperate when an emergency crosses organisational lines. These questions arise not because aviation is unsafe, but because it has one of the strongest safety cultures in the world, and such cultures must keep strengthening. The best tribute to the captain is stronger systems. The aim should not be an aviation system that never faces a hitch, but one that copes when it does. The first pursues perfection, the second resilience. In an interconnected world where technological, environmental, human and security risks can converge unexpectedly, resilience is the more realistic goal.

The lesson reaches well beyond aviation. Whether in an aircraft, hospital, factory, city or disaster zone, a safe system is not one where nothing goes wrong, but one where failure does not automatically become disaster. Passengers should never have to depend on brave individuals. They should be able to rely on systems that finesse, absorb and prevent.

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